The China Weekly REVIEW

密勒氏評論報

A Weekly Newspaper Established in 1917

Red Terrorism in Barga

By I. A Cooklin

Through China's "Holy Land"

(20 page Illustrated Supplement on the Tientsin-Pukow Railway)

By Edgar Snow and S. Y. L. Hu

China's War on Opium

By Garfield Huang

The Decline of Chinese Shipping, by Fang Fu-an —Chinese Newspapers and the Men Who Make Them, by Vernon McKenzie—Sidelights on Harbin, by J. B. Powell—How the French Rule Indo-China, by J. V. S.—The Gentleman from Ningpo—Peiping Notes—Editorial Comment.

SATURDAY, NOVEMBER 9, 1929 VOLUME L NUMBER 10

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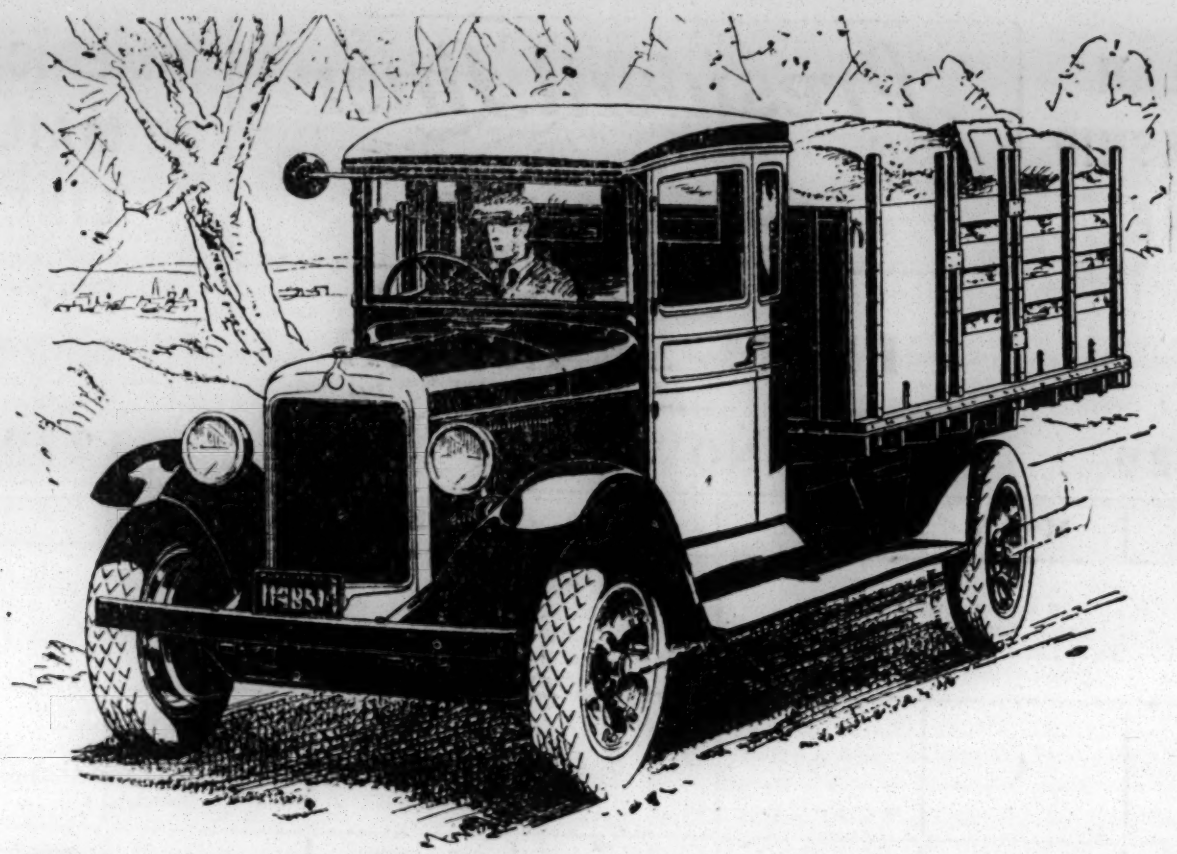

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Formerly Millard's Review

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MINISTER MACMURRAY RESIGNS

ON Sunday it was announced from Peiping that Mr. John Van Antwerp MacMurray, American Minister to China, had resigned his diplomatic post, giving as his reason the fact that he wished to join the faculty of Johns Hopkins University—in the capacity, it is believed, of professor in political science and diplomatic service. Mr. MacMurray's formal resignation does not come as a surprise, it having been widely rumored ever since the conference he held in Shanghai last spring with Secretary of State Stimson that he had declared his intention at that time of quitting his post before the end of the year. The Minister will leave Shanghai at the end of this month.

Considerable speculation naturally has been made as to the resigning Minister's probable successor. The name of Admiral Bristol, until recently in command of the U. S. Asiatic Fleet, has been mentioned in this connection. Many are inclined to connect the fact of Admiral Bristol's recent departure for Washington with the possibility of his appointment to replace Mr. MacMurray. However, if such is the case, there is have been no tangible reports to this effect, it not even having been made known from Washington who are the candidates favored for the position by President Hoover and Secretary Stimson.

In the President's good judgment much confidence is placed by Americans, who recall that during his several years' of residence here Hoover had an opportunity to study the country, as well as to form opinions regarding the qualification which a diplomatic representative to China should have. The appointment of a new minister at this time is a matter which will require the most careful thought on the part of the president, for it is probable that in no period in the past have so many major diplomatic problems been scheduled as those which will face Mr. MacMurray's successor.

The greatest, of course, is extraterritoriality, a question which must come up for renewed discussion and readjustment almost immediately. That much will depend upon the choice of the next minister as to whether America will relinquish her special rights of jurisdiction in China is, of course, quite obvious. A diplomat in the Legation with a fresh outlook on this vexing question may do much to cement future good-will between China and America. Minister MacMurray is commonly regarded as being decidedly opposed to the aboli-

tion of extrality. For this reason the National Government cannot but regard with some relief the knowledge that negotiations for a new treaty will not be carried on through him.

The withdrawing Minister has been long engaged in service in the Orient and his knowledge of contemporary Chinese diplomatic history is excelled by none. He has carried out his duties, in most instances, with grace, if not always with independence of thought. But since the Kuomintang government took over the affairs of China, Mr. MacMurray, it must be admitted, has been regarded with some distrust by the Chinese. The National Government cannot forget that the Minister's name was so prominently linked with the interventionists' schemes favored by the British, as well as certain factions among the European powers' representation in China during the Nationalists' revolution, and it is well known that he attempted to delay America's recognition of the new government. With these recollections of Minister MacMurray's attitude still vividly impressed upon the Nanking government, it seems likely that a more harmonious feeling will be established with the appointment of a new American chief official in China.

Mr. MacMurray's resignation closes a distinguished diplomatic career. When he was appointed Minister to China to China four years ago, at the age of 44, he was one of the youngest men ever to have held such an important office. Prior to his assumption of this position, he had benefited by a wide experience in Asiatic and Oriental affairs. His record begins in 1907, when he was appointed secretary to the legation and consul-general at Bangkok, Siam. From 1908 to 1911 he was second secretary to the American embassy at St. Petersburg, Russia, from which position he returned to Washington first as assistant chief of the Division of Information, Department of State, then as assistant chief of the Division of Near-Eastern Affairs, later becoming chief of that department. In 1913 he was appointed secretary to the American Legation at Peking, an office which he held till 1917, when he was transferred to Japan as counselor to the Embassy. He was appointed Chief of the Division of Far Eastern Affairs of the Department of State in 1918 and during the Washington Conference acted as expert on Far Eastern Affairs for the government. While the Sino-Japanese negotiations for the settlement of the Shantung question were in progress Mr. MacMurray acted as observer for the government and in 1924 he was appointed assistant Secretary of State. He became Minister to China on April 9, 1925. Remarkably, during his busy days in China, Minister MacMurray found time to publish two fat volumes, "Treaties and Agreements with and Concerning China,"—a work which has come to be regarded as the most authoritative available on this subject.

The Red Revenge In Barga

IN that far frontier known as the Barga District, an expansive country of several hundred thousand square miles tucked into a corner of northeastern Heilungkiang Province of Manchuria, a tragic drama of death, perhaps unparalleled in this decade for the ruthless, murderous manner in which is was enacted, has been unfolded before an astonished world. Men, civilized men, have carried out a series of slaughtering raids upon a number of defenseless villages peopled not by a race of a different color, a different speech, a love of life different unto their own, but of the same blood, and many of them born in the same towns, reared through childhood in the same schools, sharing equally the heartbreaks and triumphs of youth in the same land.

"The Soviet Atrocities in Barga", an article by J. B. Powell which appeared in last week's issue of the *Review*, described the horrid details of what seems to be this almost incredible massacre of Russian emigrants residing in Barga. In his article Mr. Powell estimated that more than 1,000 men and boys, as well as a number of women, had been killed by the invaders; this figure now is supposed to have swollen to a total of nearly 2,000, according to information received through the local organization of White Russians, who have been closely following the news from the devastated districts. Telegrams, phrased by the anti-Soviet Russian element in Shanghai, have been sent to Hoover, to Briand, to MacDonald, to the Pope and to influential statesmen and philanthropists the world over, appealing for aid in the alleviation of the plight of the unfortunate refugees in Barga.

Mr. Powell describes the invasions as "one of the worst atrocities ever perpetrated upon a defenseless community by armed military forces acting upon orders from an established state." He continues: "The purpose of these raids into Chinese territory by organized bands of Red Russian mounted troops is not yet clearly understood, even by the officials of foreign consulates in Harbin who have made investigations of the situation and talked personally with the victims. The only known factor is that Russian women and children have been the victims of an atrocity, the barbarity of which is equalled nowhere in the history of modern times and probably cannot find its counterpart in the feuds of savage tribes."

Now the *Review* is able to present in this issue an article by I. A. Cooklin, long a resident in the Barga District, which offers an explanation for this sanguinary crime against humanity. Outsiders may have wondered what could have stirred to such extremes of hate the perpetrators of such an outrage; this motive, as revealed by Mr. Cooklin, is one of the most dangerous of the aberrations to which men are subject: the desire for revenge.

Mr. Cooklin points out how for years the prosperous Russian emigrants in the Barga district have taunted their unhappy, often half-starved Soviet brothers across the border. Most of the Russians living in the Three River country, the territory which bore the worst sufferings under the Soviet raids, had migrated and settled after the revolution in Russia succeeded in establishing a government not to their liking. They came largely from the Trans-Baikal regions and they fled to a new land of promise in order to escape the rule of the Soviet. Many Russians in those districts remained, however—either because they lacked the funds and facilities to emigrate, or

because they believed in the new order. Thus familes and friends were separated, at first only by an international boundary; later by an estrangement that grew with the years into deepest enmity, from an incompatibility of political ideas. Barga came to be looked upon by the Soviet Government as one of the worst centers of the White Russian menace. In turn the emigrants in Barga, never sympathetic with the new regime, often used the security of their position to toss threats against the communists across the border. The Soviet officials knew that these Russian emigrants could never seriously harass their power; at the same time they knew also that they were a constant source of irritation. These emigrants did their best to spread discontent among the peasants in the Trans-Baikal regions; they assisted many of them to cross the border into Manchuria; they even were said to have made occasional attacks against the Red guard on the frontier. Moscow has never frogotten them, nor forgiven their offenses. And the disagruntled Soviet citizens who are their neighbors long ago vowed vengeance upon them when a heaven-sent opportunity might some day present itself. Mr. Cooklin vividly describes the ill-feeling that has existed between these bristling neighbors. He cites a typical case:

"A cold winter morning in the yard of an inn. A man moves about in a cart. He is a Soviet Russian who has brought his sewing machine and other things indispensable in the household, to dispose of them at terribly low prices in order to buy flour. Now he is loading his cart with the bags of flour. He prepares to start for home, where his starving family is waiting, with anxiety inexpressible in words. His clothes are mere rags. His meagre horse stands nearby. Two of his countrymen, well-to-do emigrants, lean against a fence, looking at the destitute. They have come to see him or rather to show and tell him how prosperous they are. They speak to him deridingly:

"'Well comrade, how are all of you there in your Soviet paradise you fought so bravely for? We hear you are all equal there, in the kingdom of perfect liberty and fratenity. You starve a little bit, we suppose, but it does not matter at all, since you have a splendid government with your beloved officials to ride on your back and whip you, if you get too lazy to enjoy all the beauty and splendor of your paradise.'

"The man gives a final jerk to the end of the rope with which he fastens his bags to the cart, casts wrathfhl looks at his deriders, swears terribly, as every Russian does to express his stirred-up feelings. He puts the horse to the cart and, accompanied with continued derisions from the bystanders, sets off for his poor country to share the excess of his wrath and hatred toward the well-to-do emigrants with his friends and relatives."

With memories such as these lashing them to anger it is perhaps not so difficult to comprehend the terrible revenge which the Red raiders have recently exacted from their erstwhile tormenters. They see these men prospering and regard it as an anomaly of God; something that should be adjusted. They have made a pretty thorough job of it and doubtless the pitiful cries that have gone up from the murdered emigrants have in a way decreased for them the measure of their own humiliation and suffering.

There is no doubt that the Barga atrocities have been carried out with the sanction of the Soviet Government. Unable to declare war against China, the Reds nevertheless apparently are determined to take advantage of a situation tantamount to war by stabbing wherever they feel the greatest wrongs against them have emanated. The badly-used Soviets in the border regions at last have been presented with a chance to strike back at their enemy countrymen, under guise of a punitive demonstration against the Chinese.

Thus while in no manner wishing to condone the barbaric attitude of the Soviet government in sanctioning the atrocities, we must recognize it is scarcely possible that the latter could have been carried out with such stinging and bitter hatred unless the men responsible for them nurtured deep anguish and personal animosities provoked by those whom they gladly murdered. It is a revolting spectacle: the thought of those hundreds of dead who fell without having been given an opportunity to defend themselves. It is a performance not calculated to increase world respect for Soviet Russia nor bring nearer the realization of friendly relations with America. But in condeming the twisted minds that conceived such a vicious revenge it is necessary also to remember that crime generally has its motive, and that this instance is no exception to the rule.

CHINESE PLEASE USE REAR ENTRANCE

ALTHOUGH the signboards reading "Dogs and Chinese not Allowed," that once were erected in Shanghai's parks by order of the Municipal Council, some time since were removed, the spirit which this arrogant, insulting piece of affrontery typifies is not yet dead among certain elements of Shanghai's foreign population. This was forcibly brought to our attention recently when we entered an elevator in a foreign building on the Bund. Two Chinese attempted to enter the same elevator, but were stopped by the operator, who, pointing to a sign which hung above his head, indicated that this particular conveyance was for the use of foreigners only. The Chinese were indignant; they protested. For answer the operator closed the door in their faces.

Since that incident we have learned there are a number of buildngs in Shanghai which enforce this petty, obnoxious ruling. In several of them Chinese clerks are required to use the rear entrances; in some cases they are obliged to walk up the stairs, being barred from the lifts.

Such a discrimination is made where the *Review* happens to have its offices—the Great Northern Telegraph Building. There are two entrances and two systems of elevators—one on the east for foreigners, and another on the west, for Chinese. There is a sign, in Chinese and English, hung in each of the elevators reserved for foreigners, which reads something like this: "Chinese employed in the building will please use the eastern entrance." The other day we were descending in the foreign lift with a Chinese friend of ours (since he was not employed in the building, this transgression of the inferior race was tolerated), who, upon seeing this sign, exclaimed: "*Chih Hsu bu pien*!" Roughly translated this idiom somewhat corresponds to the English, "A leopard does not change his spots." More colloquially still, it might be interpreted, "Once a diehard, always a diehard!"

The Great Northern Building, as is the case with other buildings where similar ridiculous regulations humiliating to the Chinese are enforced, is managed by men still harboring the intolerant views of their predecessors who established the white man's domain many decades ago. They

are not alone; we meet men every week who maintain that the greatest mistake the Shanghai Municipal Council ever made was the opening of the city parks to the Chinese. In face of such provocations the Chinese are to be congratulated for not having lost their usual good sense and urbanity by retaliating, as they easily might have done, by requiring foreigners to use the rear entrance to Chinese buildings, or forcing them to ride on the trains in "Jim Crow" cars similar to those still commonly in use in parts of America's negro-prejudiced south.

YEN HSI-SHAN BECOMES VICE COMMANDER-IN-CHIEF

AFTER numerous conflicting reports it has now been established that General Yen Hsi-shan has accepted the post of Vice Commander-in-Chief of the National Government Army, Navy, and Air Forces. On Tuesday General Ho Ying-ching, who has been in Taiyuan awaiting the decision of the Shansi governor as to whether he would accept the government's offer, wired to Nanking that Yen had decided in the affirmative. Two days later the text of his acceptance was made public. His telegram was addressed to Chairman Chiang Kai-shek (now supposed to be in Hsuchow) and is declared by the government to read as follows:

"I have received the government's mandate issued by the State Council on October 28, specially appointing me as Vice Commander-in-Chief of the National Army, Navy and Air Forces. I hesitated at first to accept the appointment as, owing to poor health, I had long decided not to assume further responsibilities. But, having pledged myself to the cause of party and country, I dare not decline the post and have therefor, assumed office today (Nov. 5). I hope that you will favor me with your counsel so that I may not do anything to disgrace the party and the country."

Commenting upon this announcement, it is interesting to note a *Rengo* report from Taiyuan, issued on Wednesday, the day following General Yen's decision to assume his new command. It reads:

"With reference to the telegram sent by General Yen Hsi-shan of Shansi, accepting the Central Government's offer of the post of Vice Commander-in-Chief of the Land, Naval and Air Forces of the National Government, General Feng Yu-hsiang has issued the following secret circular to generals under his command:

"'Prior to accepting Nanking's offer, General Yen Hsi-shan has sought my opinion and has obtained my understanding. His telegram, therefor, can be regarded in the same sense as his previous telegram to Nanking, notifying it of my arrest, which was entirely a made up story.'"

This is the second interview of the week which General Feng Yu-hsiang has given to the press. The first, which was reported on Monday, was with a number of foreign journalists who visited him at his headquarters near Taiyuanfu. Among his interviewers was Mr. Howe of the *Associated Press* Bureau of Peiping. General Feng's statements on this occasion are said to have been to the effect that Yen Hsi-shan and himself had from the beginning maintained a close understanding and that the rebellion of the Kuominchun against the Central Government was instigated by them both, and hence they are jointly responsible. He continued, according to *Rengo:*

"In the event the Kuominchun succeeds in taking over the political power, we are going to execute the policies of the Kuomintang faithfully in accordance with the decision of a meeting of the nation at large. When the time comes for us to establish a provisional government, we want first of all to hold a national conference, at which the organization of the new government and the location of the new capital will be decided upon.

"In the the course of a talk with General Yen Hsi-shan, made on September 17, General Yen accused what he termed the mistaken administrative conduct of the Central Government, citing practically the same matters which the generals of the Northwestern army pointed out in their joint anti-Chiang Kai-shek circular on October 10. As a result of this interview, General-Yen and myself decided upon a joint program to impeach the Nanking regime. The anti-Chiang circulars issued on several occasions since October 10 had all been drafted by the secretaries of General Yen and myself and were made public after our endorsement.

"When we decided to raise arms against the Nanking chieftain, we were at a loss how to name our armies. I suggested the name of Chiukuochun, or the National Salvation Army, and of Hukuochun, or the National Defense Army, but General Yen thought that the name of Kuominchun, or the National Army, would be the most appropriate denomination. I eventually agreed with him and named our troops Kuominchun. General Yen Hsi-shan assumed the post of the Commander-in-Chief of the Kuominchun, while I took the role of the Vice-Commander."

Thus we have a situation which is perhaps unparalleled, except in China, in military annals: A man is claimed by one side as the Vice Commander-in-Chief of its armies, while the opposing rebels maintain he is recognized as their Commander-in-Chief! Impossible, one says, at first glance —and yet there may be more than a stratum of truth in the declarations both of Nanking and of General Feng Yu-hsiang.

Obviously what Yen wishes to do is to remain absolutely neutral, a policy which he has generally followed whenever feasible. But the present dispute will scarcely permit this, for if he refuses to proclaim his active support of Nanking the natural assumption will be that he is favoring the Kuominchun. It is thus essential that at least he nominally declare himself in support of the government.

Yen Hsi-shan has been in a similar position on previous occasions. He was, for instance, supposed to be loyal to Chang Tso-lin at the time Wu Pei-fu made his march on Peking. If we remember correctly, he was even in charge of the northwest defense. Yet he permitted his somtime comrade, the meteoric Wu, to proceed, unimpeded, to the very gates of the capital, and in the end maintained his neutrality throughout.

That Yen aims use his troops in cooperating with Feng in his war against Nanking is hardly to be believed; he is far too cautious for such a dangerous move. Also, he must realize that sentiment is overwhelmingly opposed to this renewal of civil strife, and he must sense that his popularity would be certain to suffer were he actively to align himself with the rebels. The risk of defeat would be tremendous, and Yen is far too astute ever to permit himself to be placed in a position from which he might totter to the limbo of banished warlords. On the other hand, it seems quite patent that he has not, as Nanking would have the world believe, done anything to impede the progress of the rebellion. On the contrary he must have accorded them facilities for receiving supplies and it is possible that he even has given them financial assistance. Certainly the fact that General Feng Yu-hsiang, acknowledged leader of the Kuominchun, remains in Shansi under his protection, cannot be looked upon as a matter of no significance. And quite obviously the rebels never would have been so bold as to declare war against Nanking unless they had overwhelming cause to believe that they would receive

no opposition to their schemes from the Shansi "neutralist." It is patently evident that should he so choose Yen could very quickly stifle the hopes of the Kuominchun, by shutting off the only lines of communication that remain open—the routes through Shansi, and the Peiping-Suiyuan Railway, both under Yen's dominance.

In view of these plain truths, it is difficult to see wherein the situation has been altered by Yen's acceptance of the Nanking post. Surely no one is so naive as to believe that Nanking is not aware of the above facts, nor does anyone doubt that Chiang Kai-shek comprehends that Yen's assumption of office as Vice Commander-in-Chief is a thing of no meaning, unless he quickly follows it up by a frank statement as regards his position with Feng Yu-hsiang, and an immediate war declaration, enforced by the movement of troops, against the Kuominchun. The latter seems to be a possibility exceedingly remote, for as pointed out, Yen is essentially peaceful and has seldom been known to use his troops except in defense of his own domain.

Actually, Yen Hsi-shan's decision in this instance can be construed to have an important bearing on the war situation in only one respect: it may presage a movement for further compromise between the belligerents, and possibly the arrival at an eventual solution of peace, with little battling having taken place. With approximately 500,000 troops arrayed against each other in Honan, and with minor clashes already having taken place is difficult to believe that war can still be avoided. Yet through the curious, peculiarly Oriental brand of diplomacy which Yen Hsi-shan has exercised in the past, it is not outside the realm of possibility.

AN ADVENTUROUS SCIENTIST

SO quietly, so unobtrusively did Herbert Stevens, the famous British ornothologist who has just completed a remarkable nine months' expedition through the wilder parts of Tibet and Szechuen, enter and depart from Shanghai this week, that none but a few of his closest friends, and two or three newspaper correspondents, were aware that he had visited here. Yet with him he brought the most complete collection of small mammals, birds and reptiles that ever has been made in this wierd roof-of-the-world country. His is a story of adventure as a lone foreigner in regions hitherto untravelled by the most reckless of wanderers.

It was in mid-winter of last year that Mr. Stevens began his travels. In company with Theodore and Kermit Roosevelt, he was the most scientific of the scientific expedition sponsored by the Chicago Field Museum. The Roosevelts, however, were after game. Most of all they desired a giant panda. When they had bagged it, they returned to America. But Mr. Stevens was after not a single animal, but hundreds of them; not a lone reptile or fish or butterfly, but thousands. Quantity—but quantity only in rare species—that was what he wanted. His trail parted with that of the Roosevelts in Linkang, western Yunnan. After leaving them in February he saw white men only at rare intervals. He was alone, except for his Tibetan and Chinese guides, for more than eight months in a strange land, much of which is unmapped, the language of which he did not understand, on his amazing scientific adventure. His route carried him for over 1600 miles of wandering through heavy wilderness, over difficult mountain passes, across vast plains and dipping through uncharted valleys in eastern Tibet and western Szechuen, all of it a country commonly regarded as badlands and producing a new crop of bandits each year. Yet when we talked to him he seemed not to be aware of the dangers he had safely weathered: he spoke instead of a rare three-toed woodpecker; a new kind of dark-feathered tropical sparrow; a reptile that had two sets of eyes, all of which, among other amazing miscellania, he had discovered and was packing back with him to be properly mounted and displayed in glass cages for the curious folk who would gaze at them in the Chicago Museum.

Mr. Stevens is a small man, but hardened of muscle and with a skin that has been ruggedly loved by all outdoors. Two white tufts of hair stand out in bushy prominence from the sides of an otherwise sparsely covered head. When we visited him in his room at the Astor House on Thursday, the night before he sailed for America on the President Pierce, he received us dressed in khaki shorts, a wrinkled woolen shirt, brown puttees and a pair of much-travelled shoes.

"You will excuse my appearance," he said, "But my clothes are lost somewhere between here and Saigon." He was going to America dressed like that, in November!

But he assured us that there was nothing to worry about; he had assailed the snow-covered peaks of Tibet in little more! It simply did not occur to him, of course, that other passengers aboard the vessel might think his costume a bit out of season.

There must be some amiable diety that watches over men with the true scientific heart. Here is an individual who braved hardships and dangers of a trip that most of us could never have survived, did not even carry a gun with him for protection, soared over the muck and mire of his surroundings, forgot the scant rice and unbaked beans that were often his only nourishment, buoyed up only by the knowledge that he was bringing to the world another and another new discovery—some misty-winged butterfly, an odd snake, or perhaps a bird of the highlands with a rare melody in its throat.

Troubles? "Why, none to mention," he answers with abstraction, anxious to continue his interrupted description of the some 20,000 specimens he is returning to the United States. Bandits? "Why, yes; I slept with them often. The country is practically without law, you know."

What a fine spirit is there in this distinguished adventurer, member of half the academies and scientific societies of Europe and America! So engrossed in his work that he sees no danger, except that of his possible failure in his quest. So absorbed with his high purpose that he does not pause to question the evil in others. And through it all he muddles along; things that would appear as insurmountable obstacles in the ordinary mortal's pathway vanish before his approach. Such a man does not happen often in the world. Perhaps after all it is not so wonderful then, that a special sort of destiny watches over him and his kind.

China's War on Opium

BY GARFIELD HUANG

(General Secretary, National Anti-Opium Association of China)

The year 1929-1930 is one of the great landmarks for the anti-opium movement of China. In the first place, as a result of continued agitation on the part of the people, the National Government has taken a most courageous step in adopting the policy of absolute suppression, the carrying out of which means a loss of revenue to the extent of over forty million dollars a year. It is a particularly gratifying step in view of the extremely difficult present financial situation. Owing to the general political conditions in the country, the policy has not been given effect in some places.

Second, the approaching International Opium Conference to be held in Geneva in 1930 has once more reminded the Chinese people of the international nature of their opium problem. The influx into this country of alarming quantities of narcotic drugs from Japan and Europe is an element that tends to obstruct the Chinese opium-suppression movement to a serious extent. This threatening situation gives the Chinese anti-opium movement a great moral challenge—a challenge that calls for international cooperation.

The Anti-Opium Association will do all in its power to arouse a strong, organized public opinion to reinforce government action. Prior to the regular annual National Anti-Opium Week the Association last spring, organized demonstrations throughout the country to prevent laxity and inaction on the part of the government authorities.

In this connection the spring campaign was held in twelve cities. Almost 600 organizations in the different cities took part in the meetings, while the aggregate number of those who attended these must have been over a million.

With our faith in the well-known axiom that prevention is better than cure, we have for years placed emphasis ou anti-narcotic education. Among the things contemplated along this line are:

(1) Preparation and dissemination of literature. (2) Agitation for the inclusion of anti-narcotic lessons in school primers. (3) The organization of anti-opium societies among students. (4) Anti-narcotic exhibitions in all the principal cities in China. Besides collecting facts on the cultivation of the poppy, and the illicit sale and use of opium, it is the desire of the Association to make a wider study of the spread of narcotic drugs. Such survey has already been conducted in Manchuria and some Northern provinces.

It is a well-known fact that China produces not a single ounce of morphine, heroin or cocaine, but large quantities of such drugs have been smuggled into China from abroad to the detriment of the Chinese people. They are used mostly as substitutes for opium-smoking, which is rapidly disappearing in many places. The question of narcotic drugs in China needs to be carefully studied and investigated. The disclosure of more facts on this subject will enable the world to understand the nature of China's drug problem, and also to prompt the close cooperation of nations concerned.

Considerable attention is to be devoted to the question of rehabilitating opium addicts. Steps are to be taken to secure the cooperation of the Governments as well as medical bodies in the establishment of a Research Institute for the study of drug-rehabilitation measures. Hospitals for opium addicts are to be started in different parts of China to help addicts to break their habit.

There will be held soon another International Opium Conference. As it is going to be international in character, it will tackle an international problem—the over-manufacture of narcotic drugs. The growing "dope" menace is now acknowledged to be an international concern. It has ramified into every part of the world, not the least in China, where the evil of narcotic drugs has assumed an equally, if not more menacing magnitute than that of opium.

Such being the case, an outstanding item of the Association's program is to make its voice heard and its stand clearly understood at the coming Geneva Conference. Upon this meeting we place great hope that something will be done for the effective control of drug manufacture, without which control, opium suppression in China can never be a success.

We sincerely hope that the time is not far distant when the nations of the world will forget their own selfish interests, and come together and work in unison for the effective suppression of the drug evil. Not until this period of international cooperation is reached, will the Chinese poople be able to free themselves from the bondage of this international curse.

South China Troops Preparing for Combat With "Ironsides"

(BY "LIGHTHOUSE")

Canton, Nov. 1.

The political and military situation in South China remains unchanged and apart from the fact that some "Ironside" vanguards under the Regimental Commander, Wu Chi-fah, of the 4th Division, have entered and occupied two villages in the Lienshan District in the north-western part of Kwangtung, peace and order continue to reign in Kwangtung near Hunan, and its remoteness has rendered it exceedingly hard to obtain authentic news concerning the movements of the 4th Division forces. Lienshan is about sixty miles to the west of Shiuchow. Lootings and incendiarism by the units of the 4th Division at some villages in Lienshan are reported and as soon as adequate Canton government troops arrive at Shiukwan, Generals Tan Tao-yuen and Yu Hen-mow of the 50th and 59th National Divisions respectively, now garrisoning districts along the Canton-Hankow Railway with headquarters at Shiukwan and Yingtak, will be dispatched to launch effective attacks on the rebel forces at Lienshan either to suppress and disarm them or at least drive them out of Kwangtung.

Troops Massing at Shuikwan

Thousands of Canton units are massing at Shiukwan and there is not the slightest doubt that their presence will be able to check the advance of the "Ironsides" into the heart of Kwangtung or possibly Canton City. The 63rd Division, comprising of about 5,000 men returned last week from Kwangsi back to Canton under the command of General Li Yan-king. It is the intention of General Chen Chi-tang, the Canton C. I. C., to dispatch even the 63rd Division to Shiukwan if Northern Kwangtung is further threatened by the incursion of the 4th Division under General Chang Fah-kwei. It is significant to note that with the complete suppression two weeks ago of the extremist rebels under General Yu Tso-pei and Li Ming-shui in Kwangsi, the Canton Government has recalled at least ten thousand troops from Wuchow and Sunchow on the upper West River back to Canton. Thus the Canton militarists can devote their full attention to the defence of North River.

In this connection, it is stated that with the sudden fall of Generals Yu Tso-pei and Li Ming-shui in Kwangsi the leaders of the 4th Division must have deemed it expedient to change their former stratagems by choosing Canton as their goal, and not Wuchow. When the 4th Division under Chang Fah-kwei first revolted at Ichang and Hupeh their plans were to march into Kwangsi, joining with the rebels under the command of the four Kwangsi generals. Developments in South China, however, were not favorable to the 4th Division and two of the Kwangsi generals, Generals Lu Huan-yen and Yang Tang-hui, turned their tables on the rebels and nipped the Kwangsi coup in the bud. The Canton Government has even recalled her navy from West River indicating that the government believes that the 4th Division under Chang Fah-kwei will not disturb Kwangsi, but rather it is more likely that they may think it advantageous to enter through northern Kwangtung.

Thousands Killed in Hunan

An official report emanating from Canton military sources has it that 3,000 Ironsides troops were killed in an action in western and southern Hunan following a desperate attempt to get through the districts occupied by General Ho Chien. Viewing the situation from every angle it is very safe to state that a few thousands of the Ironsides must have got through Hunan and arrived at the Hunan-Kwangtung and Hunan-Kwangsi borders, although for the time being they show no indications of marching on Kwangsi or attempting a concerted effort to come down to Canton through the North River. They prefer to wait in southern Hunan for further developments in Honan and Shensi of the present struggle between the National Government forces under Marshal Chiang Kai-shek and the Kuominchun insurgents under General Feng Yu-hsiang.

The Canton-Hankow Railway had to suspend its service for one and a half days early this week to enable thousands of troops of the 50th and 59th Divisions to evacuate Canton for concentration points along the North River, when the alarming news of the Ironsides entry into Kwangtung was first received, but these military activities and troop movements practically all ceased on the first and Canton again is quiet.

Statistical Proof of China's Decline in Shipping

BY FANG FU-AN

ONE of the most important events in China during the last few weeks has been the movement for rendition of coastal and river navigation rights in China. The Shanghai Shipping Association, with the support of shipping associations elsewhere, has launched the movement and has sent delegates to Nanking to submit a petition to the Government. And in the meantime it has attracted nation-wide attention by publishing much of its literature in the Chinese press. The immediate reason for such a movement is the publicity given the fleet of modern ships which the British and Japanese shipping firms are scheduled to build to add to their already formidable number of ships in Chinese waters. As pointed out by Mr. Paul Whang. "With the addition of modern and fast ships, the foothold of the British and Japanese shipping firms will be further strengthened, and the Chinese navigation companies which possess nothing but some old and obsolete ships are doomed to be crowded out of the field of competition. Thus prompted by the fear that their interest is at stake, the Chinese shipowners have individually and collectively applied to the Government for assistance." The Chinese delegates, as written in their petition, demand a complete rendition of the coastal and river navigation rights and emphasize that it is because of foreign competition that the shipping industry of Chine, weak and young as it is can hardly be developed. The delegates were received by Dr. C. T. Wang, Minister of Foreign Affairs of the National Govrnment. He indicated when he received the delegates that while he was deeply in sympathy with the Chinese shipowners, "he wondered whether China could serve her own needs, if all the foreign-owned ships were pushed out of Chinese waters." In other words, Dr. Wang has reminded the Chinese shipowners that China must first develop a strong merchantile marine, before she can tell the world that she can get along without foreign assistance and consequently stop the shipping industry of the foreigners. Here lies the difference between the National Governmnt and the Chinese Shipping Associations. We know there is truth in both statements, one made by the government and the other by the shipping associations. It is equally clear that there is much for the Government to do in order to help the development of the Chinese shipping industry.

Arguments of Foreign Shipowners

At the same time, while the Chinese Shipping Association is making a strong protest against the present existing situation and status of the foreign navigation companies, with much literature published in the press, we must not neglect the arguments made by foreign shipowners. In the "South China Morning Post" of September 10, an article was printed about "China's Shipping", which was reprinted in the British Chamber of Commerce Journal of October, 1929. As the arguments against the abolition of extrateritoriality they point out the poor condition of Chinese navigation. It reads: "The Chinese merchant can now have his goods transported from one part to another of his enormous country, and the shipping services available are thus of the greatest benefit to Chinese trade and industry, which have come to rely on them to a great extent. These services have been built up under conditions of free competition, which have ensured that only the most efficient concerns —foreign or Chinese—have survived, and many years of experience and highly specialized organizations have gone to the making of those which remain.

Moral Considerations Involved

A considerable part of these services is owned and controlled by foreign companies, some of which have been established in China for very many years and have sunk enormous sums of money. Moral considerations surely justify a plea that these investments should not hastily and intolerantly be destroyed. Moreover such action would constitute an unfriendly act as between one nation and another." Further on it says, "If the subject is fully examined by China's advisers, they should find strong persuasion in the impracticability of the proposed step. If foreign ships are driven from the coast, how will China's maritime communications be maintained? Eventually, of course, by Chinese ships, but in how many years? And what of the meantime? Effective fleets are not brought into being in a day or a year. They will require much expert effort, much patience and the expenditure of a great deal of money, whether China purchases the existing foreign fleets or builds anew for herself." The article stressed at length the need of big capital for the shipping industry and emphasized much the point that China is in no position to supply this sum. "If,....., China decided to take over the foreign fleets, she would have to find at once a capital sum of not less than 40 million dollars, taking the valuation of the existing foreign shipping at a very conservative figure. In addition to this, vast sums would have to be laid out in wharves, godowns and shore connections. Where are such huge capital sums to come from? China is woefully short of capital even to maintain her existing industries, and is crying out for foreign loans. It is very unlikely that the necessary capital would be forthcoming from private Chinese sources." More than that, the article pointed out that capital laid down for the shipping industry can not expect a quick return. Further on, it pointed out that the Government also is not in a position to supply the needed capital.

No Certificates of Competency

At the end of the article, the author brought up another important point: "China has no system of certificates of competency of officers or engineers, nor any facilities for training them, so that there can be said to be no supply, either actual or potential, of Chinese officers available to navigate and run the shipping which China hopes to bring into existence..... Such important matters as the ownership of ships, registration, owners' liability, measurement of ship and tonnage, registration of seamen, accommodation, discipline on board ship, courts of enquiry, surveys, pilotage, etc., etc., are entirely unregulated, and until a body of law is enforced, it is hard to see how an efficient Chinese merchant marine, can possible be built up. I hope sincerely that both the Government and the members of the Chinese Shipping Associations will read these accounts carefully and weigh them so as to see how much of this article is truth and how much is false. As for me, I feel most of what is pointed out is absolutely true. It is certainly a great shame to us, but as young China, with the intention to develop our future navigation, we must admit it and improve it. Above all these difficulties pointed out by the foreign writer, may I add one more? Let us inquire how much of the loss sustained by the Chinese navigation companies is due to nothing else but mismanagement? It is not so much of mismanagement in the sense of no technique but the dishonesty of the managers. Certainly I can not say this with any authority, but it is true to the extent that any reader of this cannot deny the fact which is so widely known. I recall an article in the *China Weekly Review* about Dr. E. Corwin. Dr. Corwin in an address in Shanghai said that the most important thing in China now for the development of commerce and industry is to have a good accounting system. It is absolutely important to make the accounts clear and put them into white and black in the scientific way. It is only so that we can hope that there will be no squeeze or any other form of ill practice.

The Method of Rendition

As to the method of rendition, there are several proposals. Mr. Paul Whang stated, "Nevertheless, during the time from now till then, we can at least work out with the Powers some modus vivandi through which some restrictions will eventually

be laid upon the foreign shipping firms, which have now been privileged to operate ships in Chinese waters. (1) First of all, henceforth, no new foreign shipping firms will be permitted to come into existence. (2) Secondly, those which have already established business must have their tonnage registered and henceforth no increase of the registered tonnage will be permitted. It is further provided that when the ships become old and obsolete, no new ships will be permitted to displace them. (3) Thirdly, henceforth, no new navigation lines will be permitted to be opened up by the foreign shipping firms." Mr. Moriyoshi Taba in an article, "The Revision of the Sino-Japanese Commercial Treaty" which appeared in the Japan *Times* and was reprinted in the *China Weekly Review* of Oct.26, 1929. said. "We never hestitate to admit the reasonable contention of the Chinese, but the question is whether or not China can do well at this juncture without foreign navigation .....It is believed, in this connection, that the Japanese program that is most likely to be proposed to meet the situation consists of the two alternatives: (1) To accord to the Chinese vessels the rights to the inland and coastwise navigation in Japan in pursuance of the principle of reciprocity; and (2) To continue the navigation of the Japanese vessels in the Chinese waters on condition that the Japanese pay due compensation as license fee to the Chinese. Of these two plans, the second seems to be the most feasible under the present circumstances, since the Chinese will certainly raise outcries against the first plan, contending that the first plan will give China only an empty name and no substantial advantages, in view of the fact that China is virtually so poor in her navigation facilities that she will be unable to afford to send her vessels to the Japanese coasts. This is not reciprocal. Furthermqre, on the part of Japan, she will not accept the plan, since she will be obliged to accord to the other Powers the most favored nation treatment, should she accord the same to China."

Measures for Gradual Rendition

With the understanding of Chinese navigation at the present time, Mr Whang's suggestions combined with Mr. Taba's second suggestion offers a very good solution. It is beyond doubt that China should run her own coastal and river navigation. But under the present situation, we can not but have to take such a temporary measure so as to achieve the rendition of navigation rights gradually. By no means should we be contented with such an arrangement, and we should never be satisfied until we fully recover our lost rights. It is also important to keep in mind that at this period of restriction of foreign ships, we must do away with all the criticisms pointed out by the foreign writer on China's Shipping. It is only when we have no such faults forpeople to point out that we will be in a position to run our navigation exclusively.

For the benefit of the general public to have a better understanding of the present condition of China's navigation, especially at this time, it will not be out of place for me to put some statistics before you. Most of the figures quoted here come from an article written by Mr. Chunyuen which appeared in *World Magazine* for September, 1929. There is no way to check the correctness of these figures. As readers may see, the writer has purposely put in all the contradictory figures.

In the Custom's Report of 1927 we can see the discouraging tendency of the Chinese navigation:

	1923	1924	1925	1926	1927
Number of "Chinese Type" ships	45,830	44,806	44,734	39,614	35,937
Number of "Foreign Type" ships	56,415	49,945	44,110	38,549	43,601
Total	102,245	94,751	88,844	78,163	78,538

	1923	1924	1925	1926	1927
No. of Tons of "Foreign Type" ships.	29,022,086	29,418,575	29,908,706	26,451,690	19,218,215
No. of Tons of "Chinese Type" ships.	3,411,761	3,869,788	3,094,230	1,941,941	3,418,176
Total	32,433,847	33,288,363	33,002,936	28,393,631	21,636,391

In 1923 the total number of Chinese owned ships was 102,245 and the total number of tons was 32,433,847 while in 1927 we had only 78,538 ships with a total of 28,393,631 tons. A comparison of foreign owned ships will tell us the prosperity of foreigners. Here let me reproduce the table from the Custom's Report for 1927:

Nationality	*Tonnage*	*Percentage*
British	40,258,049	34.67%
Japanese	35,745,535	30.76%
Chinese	21,636,391	18.62%
American	5,577,115	4.80%
German	3,260,717	2.81%
Norwegian	2,932,578	2.52%
Dutch	2,273,536	1.96%
Others	4,526,864	3.89%
Total	116,210,785	100.00%

From the above table we can see that in the Chinese territory only 18.62% of the entire shipping navigation belongs to the Chinese. Moreover, the 3,418,176 tons of "Chinese type" ships by no means could compete with the foreign steamships. It is also important to note that the 19,218,215 tons of Chinese "foreign type" ships or steamships are mostly very old ones.

According to the Chinese Year Book of 1928 we have the following table:

Nationality	*No. of ships*	*No. of tons.*
British	155	299,286
Japanese	75	102,449
Chinese	92	159,451
Dutch	14	92,139
American	12	6,838

According to *Shun Pao* of May 29, 1929 we have the following:

(a) Statistics on Chinese ships

100- 500 tons	301 ships	70,000 tons
501-1,000 ,,	70 ,,	51,000 ,,
1,001-5,000 ,,	155 ,,	290,000 ,,
5,000- ,,	2 ,,	12,000 ,,

(b) Statistics on Ships foreign companies operating in China

Nationality	*No. of ships*	*No. of tons*
British	40	99,385
,,	79	195,582
Japanese	29	48,141
,,	3	7,673
,,	3	11,057
Total	151	361,834

(1) Chinese Navigation in the Oceans

As to Chinese navigation in the oceans we may reproduce the table published by the *British Chamber of Commerce Journal* No. 116:

(a) Ships going to and from American and Pacific ports in 1926

American	2,323,029 tons	49.97%
British	1,199,088 ,,	25.80%
Japanese	1,054,088 ,,	22.70%
Norwegian	51,748 ,,	1.11%
Chinese	8,704 ,,	0.19%

(b) Ships going to and from American and Pacific Ports in 1928

American	2,191,913 tons	52.80%
British	822,401 tons	21.25%
Japanese	961,097 tons	23.15%
Norwegian	78,988 tons	1. 9%
Chinese	3,530 tons	0.09%

From the above table we can see the little business which the Chinese ships have done in American and Pacific Ports. Now let us see the navigation of the whole world in all the oceans and seas. Again reproducing a table shown in the *British Chamber of Commerce Journal* No. 116:

	1926		1928	
British	4,768,534	27.56%	4,675,089 tons	28.15%
Japanese	5,962,929	35.46%	5,001,174	30.11%
American	3,797,027	21.94%	3,228,394	16.44%
French	744,869	4.30%	1,081,425	6.51%
German	623,071	3.60%	884,734	5.33%
Chinese	24,489	0.14%	51,464	0.31%

Navigation in Shanghai

Shanghai is the biggest port in China and it is the place where ships ot every country come for business. A study of the navigation condition of Shanghai will tell the whole story of position in shipping. The following table is compiled by Mr. Chun Yuen based on tables which appeared in the British *Chamber of Commerce Bulletin.*

The total number of out-going and in-coming ships in Shanghai in the last seven years

	1922	1923	1924	1925	1926	1927	1928	% 1928
British	11,097,454	10,629,787	11,435,565	9,234,91	11,084,325	8,883,220	11,323,760	32.74%
Japanese	6,952,680	7,702,538	7,646,963	7,976,726	9,486,090	8,641,073	8,568,975	24.78%
Chinese	4,747,725	5,357,489	5,359,841	5,733,576	5,106,462	4,707,955	6,323,365	18.25%
American	2,816,020	3,140,257	3,336,967	3,164,429	4,088,571	3,064,415	3,391,152	9.85%
Norwegian	319,320	225,244	706,783	678,365	825,625	727,884	1,146,112	3.31%
French	660,712	784,730	769,691	812,662	797,864	1,022,585	1,091,803	3.15%
German	212,856	537,750	758,530	847,409	913,455	1,037,584	1,234,209	3.57%
Total (including other countries)	27,770,044	29,530,835	31,528,416	29,957,026	33,923,466	29,676,549	34,583,366	

In the above table we can see the development of navigation by foreign ships in the last eight years. Looking at the statistics concerning the in-coming and out-going ships of Shanghai in the last six months, we find:

Dec. 1928	Jan.1929	Feb.	March	April	May	Total	Per-centage
British							
505,865	519,935	378,678	452,609	489,519	497,110	2,843,716	33
Japanese							
463,220	388,450	315,560	367,229	430,459	176,174	2,141,092	24
Chinese							
299,236	293,495	200,113	204,707	224,603	46,385	1,268,539	14
American							
143,851	166,231	114,474	135,361	142,993	164,193	867,102	10
Dutch							
32,870	25,104	31,884	35,917	34,231	42,056	202,065	2
Norwegian							
41,715	37,440	62,610	52,565	88,165	63,977	346,472	4
Danish							
16,324	26,518	15,993	17,728	17,907	23,843	118,313	
Italian							
11,370	10,892	15,555	26,303	30,920	32,407	127,447	
French							
51,170	46,977	19,251	37,557	53,455	48,185	256,595	2
German							
69,700	49,962	47,413	64,592	71,213	66,019	368,899	4
Swedish							
2,606	3,267	12,330	7,584	10,915	4,501	41,203	
Finnish							
	534		534	924	924	2,916	
Belgian							
		3,072				3,072	
Greek					3,437	3,437	
Total						8,590,868	

It is important to note that in December 1928 China ranked third while in May, 1929 China ranked seventh.

Navigation condition in the inner rivers and the coastal lines are revealed in the follewing figures:

Dec. 1928	Jan.1929	Feb.	March	April	May	Total	Per-centage
British							
310,572	270,965	199,343	222,522	240,523	263,607	1,507,532	38
Japanese							
160,201	144,071	118,268	131,169	135,481	48,533	737,723	19
Chinese							
294,680	287,718	192,440	194,536	220,691	45,469	1,235,534	31
American							
2,714	7,649	3,015	3,351	3,409	8,737	28,875	
Dutch							
		4,394				4,394	
Norwegian							
25,890	24,972	34,833	33,569	51,118	53,516	223,898	6
Danish							
5,512	4,222		5,525	5,218	5,469	25,946	
Italian							
		4,877	853	1,483	1,706	8,919	
French							
3,070	1,715	1,509	1,728	3,351	563	11,936	
German							
18,955	18,599	14,537	8,104	15,226	15,226	90,657	2
Finnish							
	534		534	924	924	2,986	
Swedish							
						2,521	
Total						3,900,921	

As for the in-coming and out-going ships of Shanghai in the last two years and the increase and decrease of business we may refer to the following tables:

(a) Ship tonnage from Foreign Countries to Shanghai during Dec., 1927-May, 1928 and Dec., 1928-May, 1929

	British	Japanese	Chinese	American	Dutch	Norwegian
	tons	tons	tons	tons	tons	tons
1928	2,622,347,,	2,212,468,,	1,530,505,,	804,261,,	176,397,,	253,916,,
1929	2,834,716,,	2,141,092,,	1,268,539,,	867,102,,	202,062,,	346,472,,
Increase or decrease	tons +221,369,,	tons —71,876,,	tons —261,966,	tons +52,841,,	tons +25,668,,	tons +92,556,,

	Danish	Italian	French	German	Swedish	Soviet Russian
	tons	tons	tons	tons	tons	tons
1928	39,534 ,,	144,058 ,,	220,414 ,,	234,713 ,,	30,251 ,,	8,402 ,,
1929	118,313 ,,	127,447 ,,	256,595 ,,	368,899 ,,	41,203 ,,	——
Increase or decrease	tons + 78,776,,	tons —17,611,,	tons +36,181,,	tons +134,186,,	tons +10,952 ,,	——

	Finnish	Belgian	Greek	TOTAL
1928	——	——	——	8,277,764 tons
1929	534 tons	3,072 tons	3,437 tons	8,590,863 ,,
	534 ,,	3,072 ,,	3,437 ,,	+313,105 ,,

In the above table note that the country with the greatest decrease is China. Similarly, in the ships of inner rivers and the coastal lines:

(b) Ships (in tons) coming to Shanghai from the coastal ports and inner River ports during Dec., 1927-May, 1928 and Dec., 1928-May, 1929

	British	Japanese	Chinese	American	Dutch
1928	1,547,337tons	850,944tons	1,511,625tons	14,515tons	10,246tons
1929	1,507,532 ,,	737,723 ,,	1,235,534 ,,	28,875 ,,	4,394 ,,
Increase or decrease	tons —39,805 ,,	tons —123,221 ,,	tons —276,091 ,,	tons —14,360 ,,	tons —5,852 ,,

	Norwegian	Danish	Italian	French
1928	195,663 tons	25,546 tons	9,477 tons	29,504 tons
1929	223,898 ,,	25,946 ,,	8,909 ,,	13,936 ,,
Increase or decrease	+28,235 ,,	+400 ,,	—558 ,,	+2,632 ,,

	German	Swedish	Finnish	TOTAL
1928	80,050 tons	13,011 tons	—— tons	4,286,918 tons
1929	90,657 ,,	2,521 ,,	2,086 ,,	3,900,921 ,,
Increase or decrease	+10,607 ,,	—10,490 ,,	+2,986 ,,	—385,907 ,,

In the above table there are considerable decreases in all companies but the greatest is against China.

Navigation of the Coastal and Inner River Lines

(a) From Shanghai to Hankow we have the following number of foreign ships, according to an article entitled. "The Reconstruction of China's Navigation" which appeared in *Central Daily* of March 2, 1929:

Butterfield and Swire	9 ships
Jardine Matheson	6 ,,
N. Y. K.	9 ,,
Total (including some of other countries)	30 ships

As to Chinese ships the China's Merchants Navigation Company has a total of 11 and Shapei S. N, Company has another 11.

Foreign ships in upper Yangtsze River from I-chang to Chengtu are as follows:

British	17ships	7,825tons
Japanese	6 ,,	2,780 ,,
American	3 ,,	1,371 ,,
Others	9 ,,	5,441 ,,
Total	35 ,,	18,417 ,,

Chinese owned ships in upper Yangtsze River, according to the report of 1926, were a total of 60, while in June, 1928 there were but 40. Most of the rest were captured by militarists to transport their troops.

(*Continued on page 396*)

Chinese Newspapers and the Men Who Make Them

BY VERNON MCKENZIE
Dean, School of Journalism, University of Washington

NEWSPAPERS in China are a truly Chinese Puzzle. They are a puzzle even to the Chinese themselves and to western newspaper men who live in the country. My impressions and information of Chinese journalism are admittedly fragmentary. Facts relating to newspapers in South China—Nanking, Shanghai and Canton—were received secondhand. Regarding North China, I visited many Chinese and foreign newspaper offices, looked over plants, and talked to editors and employees for about three weeks, but I have a very definite feeling that I have been able barely to scratch the surface.

The *Ta Kung Pao* is one of the most influential dailies in China, and run along unusually independent lines. Yet a visit to its offices and plant discloses conditions which strike the tyro westerner as amazing, and almost incredible. Many of the employes live on the premises. Going from room to room and floor to floor it is necessary to weave one's way around congested cots, on some of which mechanical department employees are sleeping. On the way from the editorial department to the composing room it is necessary to stoop to pass between three or four clothes lines, where the employes' laundry hangs out to dry. To me the whole building seemed more like a rabbit warren than a newspaper plant, but I learned later that, comparatively speaking, it was an orderly place contrasted with the actual chaos existing in many smaller plants.

An Independent Journal

The *Ta Kung Pao* is edited by Hu Lin, a Chinese journalist who has studied, worked and travelled in Japan, the United States and Europe, and it is recognized as perhaps the most fearless of Chinese dailies. It dares to criticise the Nationalist government, but even there shows a natural restraint. Hu Lin has associated with him, as financial backer, Wu Ta Chuan, head of the Joint Treasury. During the three years that Hu Lin has edited and managed the paper it is estimated that $375,000 has been sunk in the venture. (These are "dollars Mex" worth about forty-two cents.)

"I decided that an independent paper is the only kind that will pay in the long run," Hu Lin told me, when explaining his methods and policies. "Also, since I have observed the policies of newspapers abroad, it is the only kind of paper which it interests me to run."

Eight or ten years ago, after travelling abroad, studying conditions in Europe and America, Hu Lin returned to China, and was for a time connected with the Shanghai press. He started a news agency, called the *Kuo Wen*, which now serves about three hundred dailies. Almost all the foreign papers in China subscribe to it. The agency has forty full time correspondents, and hundreds of timers.

The *Ta Kung Pao* has a circulation of about 25,000. Three years ago it was an eight-page paper. Early in 1929 it ran regularly sixteen pages. A staff of twenty reporters is carried. Many of them live on the premises. This is not so that they may be ready for covering emergency news, as in some offices in Japan, but because it is more economical. The average Oriental does not require much sleeping space.

Large Circulation Unusual

There is, of course, no such organization in the Orient as the Audit Bureau of Circulations. It is difficult, usually impossible, accurately to estimate the circulations of Chinese newspapers. I have had editors claim 20,000, and later admit privately to me that their press run is under 5,000. There are probably in China today not more than half a dozen dailies with circulations of 5,000 or more. The *Sin Wan Pao* financed by Shanghai bankers, is said to have about 160,000. The other four or five dailies drop very quickly down the line to 5,000 or less.

Most of the foreign newspapers have quite a hard financial row to hoe. Many of them are subsidized. One of the leading English papers is the *Peking Standard* subsidized by the Japanese, and edited by George Gorman, formerly a Montreal, Ottawa and Vancouver, newspaper man. The *Peking Leader* is the property of Grover Clark, an American well known throughout China, in the north particularly. The money to finance his paper was raised in small sums, a few thousand "Mex." here and another thousand there. He makes no secret of the fact that keeping the paper's financial head above water is quite a trick. He has the reputation of getting out a fearless and independent paper, and told me that he has refused subsidies of considerable amounts from various Chinese and foreign sources. He admits turning down a proffered Russian subsidy of $3,000 (Mex.) a month. (The *Leader* has recently been sold to Chinese interests.—Ed.)

Workmen Decline Shorter Hours

Mr. Clark has had some amusing experiences with his Chinese staff. When he took over the *Leader* a few years ago, shortly after the Nationalist government captured Peking, he found the men in the composing room were working an average of thirteen hours a day. After watching them for a few months, he called a mass meeting of all mechanical employes, and offered to reduce their working day to eight hours, with a ten per cent increase in pay, if the workers themselves would speed up, and fit in with the new conditions. They discussed the pros and cons of the question for several days, and then informed Clark that they preferred to keep things on the same basis.

"What would we do with the extra time?" the spokesman of the group inquired. "We don't want to leave the plant, which is all the home most of us have in Peking. As it is now we work most of the time, and the rest of the time is spent mainly in sleep. If we had an extra five hours each day what could we do with it? There would be nothing to do but gamble."

The Chinese workman hasn't the faintest conception of how to organize his leisure. For centuries he has not had any. Many of the printers have no other domicile than the plant. That is their place of work, sleeping quarters and club. In thirteen hours they don't plan to do thirteen hours' work. They stop now and again to gossip, to have a drink of tea, or eat a handful of rice.

There is a closed shop problem in China, but of a sort very different from that in the United States. Nepotism prevails widely. In one plant the foreman had installed many relatives, and the workmen had to cringe to him to keep their jobs. The owner finally decided the situation was intolerable, and made plans to fire the whole staff, meanwhile quietly engaging another foreman and staff, or at least the nucleus of a staff, of his own selection and in whom he could have confidence.

A Foreman Who Fired His Own Cousin

One day he summoned a mass meeting of every mechanical department employe. He told the foreman that he was fired, commencing from that moment, and he would be given two weeks' pay. He announced to the rest of the men that they could go if they wished; henceforth he was going to hire and fire employes on the basis of their efficiency, and nothing else. There was great consternation in the crowd. They jabbered and gesticulated. The foreman said he would take out every man with him. He took most of them, and sneeringly bragged as he left that the paper would have to suspend, and would soon be pleading with him to return.

The owner rushed in his skeleton emergency staff, and carefully guarded them against attack. For the first few days it was a "tough" proposition. The new foreman proved to be a distinct find. It was not long before he fired his own cousin for slacking on the job, an almost incredible occurrence. Gradually the production of the paper returned to normalcy, and in two months labor costs were cut 40 per cent, while 20 per cent more work was being turned out. The owner found it easy and profitable to pay the men ten per cent above scale. The new staff showed its loyalty by working on one occasion from 11 a.m. Thursday to 3 a. m. Sunday, taking only a few cat-naps, in order to get a special edition out on time. And they did. This despite the fact that the publisher was willing to be a day or two late, and tried to order the men "home." They told him they could not leave their cases, and let the paper be late, because if they did they would "lose face!"

There are four kinds of vernacular newspapers in China:

1—National.

2—Sectional.

3—The political organ of some party or military leader.

4—Gossip and scandal "rags."

A National Circulation Impossible

No newspaper has a national circulation, in the sense in which that word is used in England, for example. Huge distances alone would prevent this, as it does in the case of an American daily. It would take several weeks for a news-

(Continued on page 397)

Red Terrorism in Barga

BY I. A. COOKLIN

(Special Correspondent of the China Weekly Review)

(Mr. Cooklin has lived in the Barga District for years, has watched the seeds of enmity sown between the two classes of Russians—Reds and Whites—has noted the sparks of hatred tossed back and forth across the Sino-Russian border—and finds in this earlier estrangement the explanation of the barbarous massacres being carried on today against the Russian emigrants in Manchuria who are dwelling on Chinese soil.)

Hailar, Oct, 18

Because of the banditry and incursions of the red soldier-bandits, Mr. D.M. Vorontsoff, one of the weathiest Russians in North Manchuria, has closed his shops and butter works that had been operated by him at nearly every village in the Three River District.

His stores supplied the population with all kinds of groceries and other manufactured articles, including all varieties of agricultural machines and implements. The whole trade was carried on upon the basis of a very extensive credit. The peasants usually bought on credit every thing necessary for their household and paid their debts not with money but with their products of agriculture and stock raising.

As money was scarce among the peasants, arrangements were made between them and Mr. Vorontsoff to the effect that he paid for the peasants all the land rents and other taxes levied by the Chinese authorities in the District, for which expenses he was eventually reimbursed by the peasants through the delivery of their milk to his butter works. As a result of this method of dealing the aggregate debt of the peasants to Mr. Vorontsoff at the time of closure of his enterprises in the District equalled approximately to $100,000, local currency, which, owing to the present turmoil, hardly may be expected to be paid. And the closure of the butter works, the annual production of which was about eight thousand poods of butter, is, of course, a great loss in itself.

There were a number of smaller merchants and butter makers in the District who quit the places of their work and likewise suffered great losses, their methods of doing business in the District being similiar to those of Mr. Vorontsoff.

Russian Emigrants May Lose Live Stock

The inhabitants of the Three River District, as the news of the Soviet partisans' incursion was spread over the whole district, left their villages and went with all their possessions towards places on the C.E.R., mostly to Yakishy and Hailar; some of them already have reached these places, others are on their way, reluctant to go far from their homes, where they left wheat in stacks, and hay. They do not hurry; retiring and spending the winter far away from their homes involves the risk of losing all their cattle, which being a different sort from that of the Mongolian breeds, cannot endure the winter colds and snow-storms and is likely to perish, if not fed with hay and kept in folds.

Now, as Chinese troops, upon receipt of the news of the incursion of the Soviet partisans, have been despatched to the District and have occupied several places, important from a strategical standpoint,—some of the inhabitants begin to return to their homes where they left their most vital possesions--wheat and hay.

"I had sown 70 dessiatinas (189 acres) with different kinds of cereal—wheat mostly, cut, tied into sheaves and piled into stacks. The crop, if threshed, will give me 10,000 poods of grain, at least, said a certain Chigadaeft of Verk—Coolie village. "I will go home to thresh and have the grain, unless the marauders have set my stacks afire." The well-to-do emigrants are returning and, if the incursions will not be repeated, perhaps, all may return. But those whose houses were pillaged and destroyed, and the members of the families murdered in the recent raids, continue coming to Hailar and other places on the railway line.

Expectation of Relief

The destiny of the widows and fatherless children whose husbands and fathers were lost in the raids is very pitiable, indeed, and the more so as the boys old enough to have been helpful in house-hold and farm work were murdered, too. Only some girls and small boys survived.

Orphans of war. These children have been left parentless as a result of the massacre of hundreds of Russian peasants, of an anti-Soviet philosophy, by Soviet invaders across the north Manchuria border.

At this woeful moment "the Americans," is the expression of hope for many. "The Americans will help. The Charitable Institutions of the Americans will come to our aid. The Red Cross of America will not delay in extending its generous hand." These sentences and others of similiar meaning may be heard by anyone who for a short time stays among the distressed widows and orphans.

"When are they going to build barracks to house us?" asked a most pathetic looking woman as she saw me parting in the street from an American who has lived in the town for about two years. The distressing tone, the simplicity, the firm hope of the woman and her expectations for help to come from the American people so affected me that I could hardly find courage enough to explain to her that everything with regard to the help is yet indefinite and that the gentleman has not anything in common with American Relief Associations. It is no exaggeration to say that the very word "American," as a result of the work of their Relief Institutions in Russia, and their liberal gifts to the Russians in Trans-Baikal province during the civil war, has become, among the common people here, a symbol of wealth, magnanimity, and true Christain love towards the poor and afflicted.

The rumours about the opening of relief work here by the American Charitable Organizations have emanated from the presence in Hailar of Mr. T. L. Lilliestrom, the American Vice-Consul to Harbin, who recently stayed in the town for about a week, making inquires into the matter relative to the life conditions of the Russian refugees. It is said that Mr. Lilliestrom has already entered into communication on the subject in question with the Branches of the American Red Cross in Shantung, which Branches are said to have considerable means at hand and are in a position to start their work here in the very near future.

A Village Destroyed

Rumours have reached here that Labdorin, a village in the Three River District about 80 miles from Hailar, was raided and laid waste by the Soviet partisans, and that several clashes took place lately between the partisans and the Chinese troops, which were despatched there as soon as the presence of the Soviet detachments in the District became known. Reinforcements have been despatched to the region. The Soviet detachments are said to show a reluctance for open encounters with the Chinese soldiers, and are now reported to have retreated toward the border.

Refugees from the terrorized Three River District continue crowding to Hailar. Small and large parties of them are coming up every day, and bringing about a new difficulty—a housing question. There being but few small inns in the town, it is very hard for the refugees to secure dwellings.

Chinese troops keep coming in. The town is actually filled with soldiers, and has the appearance of an immense

military camp. One does not make a single step without meeting a soldier. All the troops display perfect discipline. They are well and warmly clad and seem to be fully prepared for a winter campaign.

From early morning till late in the evening great traffic is going on in the town. Soldiers equipped with all varieties of arms march in columns along the streets. Now they sing; now more in solemn silence. Carts loaded with provisions, munitions, and different things pertaining to army equipment move incessantly to and fro.

In connection with these ominous signs, that surround one on every side, many residents of Hailar are leaving for places they think remote from the scene of approaching war.

In Soviet Russia women as well as men qualify for honors in marksmanship. Here a Soviet peasant is seen participating in a shooting contest in a Trans-Baikal village.

War clouds thicken and darken. Any moment we may send forth mighty news of the actual thunder of major war. When will it break? Or may favourable wind set in and scatter the clouds? These are the questions with which every one here cannot help being tormented.

Hailar, October 10, 1929

Two places on the Chinese bank of the Argun river, one opposite the Russian village of Argunsk and the other opposite Ust-Uroff, were attacked October 5 by the Soviet-Russian partisans with the result that many Russian emigrants and Chinese lost their lives. It seems that the incursion and the attack were incurred by the emigrants themselves. Since the beginning of the conflict occasional firings have been made by the Soviet people across the river on the Chinese, if the latter made themselves conspicuous by going out on the river. The garrisons of the places consisted of small bodies of border guards. It is said here that the emigrants requested the Chinese authorities there to give them guns for the purpose of self-defence. The Chinese complied with the request. On receiving the guns the emigrants began to respond to the shooting of the Soviets, thus making themselves conspicuous as active foes. The latter decided, apparently, to put an end to the abuses, and planned and carried out the attack. It is reported that the Soviet partisans crossed the river at night and, as they took their victims by surprise, easily annihilated them.

It is much regretted here that the emigrants took up arms against their countrymen. When the Soviet partisans appeared in the Three River District for the first time, they did not harm the Russian emigrants there, saying that their enemy was China, not the emigrants. But as soon as they learned that the emigrants began to get under arms they apparently remembered the dictum, "The best way of self-defence is to attack first", and began to exterminate the emigrants. Now it has become known here that the inhabitants of Tanikay were secretly organizing a self-defence detachment in which the neighbouring villages took part. Some of the young men of Tanikay and other villages have been under arms.

It may be concluded that nothing but the presence of the organization and of an armed detachment of the "Whites", and their enmity towards the Soviet people provoked the "red" raid on the village.

Anti-Soviet Agitation Among Emigrants

The unfortunate emigrant masses are misled and ill-directed by the local Russian press which by all means endeavours to uphold a belligerent spirit in the emigrants, persuading them, during the last nine years, that the time is quite near when the emigrants will triumphantly go to Russia to celebrate their victory over the "Reds".

The military leaders of the Russian emigrants in China and Manchuria do not seem to abandon their plans of forming an emigrant army and making a triumphant march on Moscow. Through their agents they also distribute all kinds of absolutely unfounded rumours about incessant revolts of the Russian people against the Bolshevist Government, and they do their best to impress upon the emigrants that their armies have only to appear on the Russian territory as all the Russian people and the red army "will welcome them as long-waited deliverers and will join them in their march to Moscow."

It is high time for these leaders to see their mistake in thinking that their armies will be met as deliverers in Russia, for, as they know now, the Soviet Russian people, far from waiting and giving them a hearty welcome at home, have sought out the emigrants and are killing them off. From which it is fit to infer that waging war upon Soviet Russia and attacking her from outside by the emigrant leaders is a way entirely unfit for carrying out their plans of the overthrow of the Bolshevist government. And if they wish to contribute to the deliverance of the Russians from the Bolshevist regime they must be clever enough to think of wiser schemes.

Wounded Reach Hailar and Tell Their Story

Eight men wounded in the raid on Tanikay were brought here yesterday and put in a local hospital for medical treatment. One of the wounded, a youth, I. Goskoff by name, died shortly after he had been placed in the hospital.

The wounded say that when the Soviet detachment occupied the village, the commanding officer caused all the men and boys, aged upwards from 12, to gather at one place in the street of the village. When they came the soldiers marched them out of the village to a nearby meadow, and, as the men and boys walked side by side in a rank, they fired at them from a machine gun.

The wounded say that the detachment consisted wholly of their countrymen, many of them good acquaintances friends of former days, and relatives, who were not enlisted but undertook the incursion voluntarily. They tell also of an episode when a woman of the village, recognizing her brother in one of the officers in the detachment, knelt before him emploring him to intercede on her behalf and save her husband's life, but her tears and entreaties did not in the least touch the heart of her brother. Her husband was killed.

What Is Wrong With Us

Where shall we find the explanation of such bitter, barbarous hatred in people of the same nationality who were brought up together; influenced by the same conditions of life; held many of the same ideas; shared the culture of former years; who played together in their boyhood and fought side by side, ready, perhaps, to sacrifice their very lives for one another during the World War? To answer this question is a difficult task. But the following description of facts perhaps throws a bit of light on the psychological state and impulses of those who committed this atrocious crime.

The writer has witnessed several cases when the emigrants maltreated their country-men, who used to come here for food stuffs during the time of repeated shortage of food in Transbaikal. This scene for instance, I remember.

"They flee from a Red death." Some of the thousands of refugees from the terrorized Russian villages in north Manchuria.

Only the women—and younger children—were spared by the Red raiders who pillaged the White Russian villages of the Barga district.

A cold winter morning in the yard of an inn. A man moves about in a cart. He is a Soviet-Russian who has brought his sewing machine and other things indispensable in household matters to dispose of them at terribly low prices in order to buy flour. He is now loading his cart with the bags of flour. He gets himself ready to start for his home, where his starving family is waiting for him with anxiety inexpressible in words. His clothes are mere rags. His meagre horse stands nearby. Two of the man's country men, well-to-do emigrants, leaning against a fence, look at the destitute. They have come to see him or rather to show and tell him how prosperous they now are. They talk to him deridingly: "Well, comrade, how are all of you there, in your Soviet paradise you fought so bravely for? We hear you are all equal there, in the kingdom of perfect liberty and fraternity. You starve a little bit, we suppose, but it does not matter at all, since you have a splendid government with your beloved officials to ride on your back and whip you, if you get lazy enjoying all the beauty and splendor of your paradise." The man gives a final jerk to the end of a rope with which he fastens his bags to the cart, casts wrathful looks at the deriders and swears terribly, as every Russian does to express his stirred-up feelings. He puts the horse to the cart and, accompanied with continued defisions of the bystanders, sets off for his poor country to share the excess of his wrath and hatred towards the well-to-do emigrants with his friends and relatives.

Dirision in Place of Fair Dealing

I have been told of a case when a Russian peasant came from a place 80 miles distant to a Chinese shop on the border. He brought a cart-load of wooden planks, exchanged them for one pood of flour and drove back. It took him three days to get the beams and saw them into planks and it took him six days to journey:—nine days of labour to get one pood of flour—and wealthy emigrants' derisions, to boot!

Had these eimgrants helped the unfortunate Soviet Russians the situation of today might have been avoided. The repeatedly recurring famine in Transbaikal offered a splendid opportunity to the well-to-do emigrants to extend a hand of relief to their brethren at home and win their sympathy, which would perhaps have averted the deplorable cases at Tanikay, and elsewhere. The emigrants would not have to tremble in fear of their lives in the manner the men of Tanikay did.

Thus we think that with regard to their relation and feelings towards their countrymen at home, emigrants are partly to blame. And we hope that those who claim themselves to be the leaders of Russian emigrants and who wish to work for the welfare of the Russian People will tend to direct the thoughts and feelings of the emigrant mass to the way of reconciliation, and even if they cannot agree in political ideas, find an understanding on a humanitarian basis.

Exasperated and enraged by derisions and browbeating abroad, inspired by propaganda at home, and looking for enemies whom they believe to be the cause of their privations and anguish, the impoverished Soviet-Russian Kossacks go gladly to murder, pillage, and burn. Of course, all the above stated must not be regarded as justification of the "red" partisans and their actions. We have only dealt with the subject from a psychological standpoint taken as a result of relations with Soviet citizens as well as the "white" emigrants.

Hailar, October 4, 1929

It was learned here this morning that the Soviet partisans after leaving Tanikay proceeded Northward and raided Ts nkir, a small village not far from Tanikay, where they killed fifteen men, inhabitants of the village, and four tradesmen of Hailar: Mudarisoff, Hamidulins, father and son, and Akhtamoff.

Hailar, October 7, 1929

Seven Charred Bodies by the Roadside

A man who arrived here from the Three River District says that he saw seven charred bodies lying in a heap by the side of the road. There were remains of a common cart, as pieces of iron tire nails, and wheel hoops, showing a cart had been burned. About sixty poods of butter were expected to come here by a Chinese merchant who had butter-works in Verk-Coolie, a village in the Three-River District, and it is supposed here that the butter was captured by an armed band while on the way to Hailar, and using the carts it was carried in, a "stake" was made at which the seven persons perished. One of them is supposed to have been an employee of the merchant; the rest were inhabitants of Verk-Coolie, or other villages.

The red partisans who raided Tanikay are reported to have occupied Atsan, a small village about forty-five miles North of Yakiskey station on the C. E. R. If the rumour is true it may be concluded that the Reds are reluctant to retire far from the railway line.

Missouri School Seeks Journalism Memorial from China

The following letter is printed in the Review in the hope that some who read it may be able to suggest a suitable memento to symbolize the confraternity of Chinese and American journalism and to increase the good-will which now obtains between these two nationalities. Dean Walter Williams, author of the letter, is the founder of the Missouri School of Journalism, oldest institution of its kind in the world. Mr. J. B. Powell, editor of the Review, who is now in Manchuria, was requested to aid in the selection of this memorial, because of his former connection with the Missouri institution as professor in the theory of the practice of journalism.

UNIVERSITY OF MISSOURI
Columbia

October 11, 1929.

Mr. J. B. Powell
China Weekly Review
Shanghai, China.

Dear Mr. Powell:

We are eager to have the School of Journalism of the University of Missouri continue to enlarge its service toward international journalism. In furtherance of this purpose there has been placed on the campus of the University adjacent to Neff Hall, the home of the School of Journalism, reminders of the association of the American people and American journalism with the people and journalism of other nations. One is a stone from St. Paul's Cathedral in London, presented by the British Empire Press Union through its chairman, Viscount Burnham of the London *Daily Telegraph*, noting that the Cathedral looks down upon the birthplace of English literature and journalism. Another is a Japanese stone lantern from the estate near Tokyo where the first American envoy to Japan established the American Legation. This was presented by the Japanese journalists through the America-Japan Society. Sir Esme Howard, British Ambassador to the United States, made one presentation address and Tsuneo Matsudaira, Japanese Ambassador to the United States, made another.

I wish to have some memorial from China if I am not violating the proprieties in asking therefor. It would be especially appropriate it seems to me to have such a memorial sent by a journalist or an association of journalists or in other fashion. We would ask the Chinese Ambassador at Washington to come to Columbia to honor the occasion and make a ceremony of the presentation.

As to the form of the memorial you are a better judge than I am. Whether something from China to be placed outside Neff Hall or a memorial associated with Chinese journalism to be placed inside Neff Hall, could better be decided by you. It is not the memorial's cost, but the suggestion of friendship and international good will and interest among journalists which constitutes the importance.

With cordial regards,
Very sincerely,
Walter Williams

Some Sidelights on Harbin

BY J. B. POWELL

THE Russian population in Harbin deserves credit for making Harbin the only city in the Far East and one of the few in the world that has made the fullest use of the river which flows past the city. The River is the Sungari, a river of dirty muddy water, about half the width of the Yangtse and greatly resembling the Mississippi below the junction with the Missouri River at St. Louis. The banks are low and subject to overflow in the rainy season, but this has not prevented Harbin's Russian population from making the most of the river from the standpoint of summer recreation—boating, yachting, swimming. Directly opposite the city there is a low sandy island that has been transformed into a "beach" that is frequented by practically the entire population in the warm weather. And in winter there is skating, but chief interest is in the use of the river in summer. The city maintains a ferry-service from the Harbin "bund" or waterfront to the island, the ferries being specially constructed motor-launches capable of carrying fifty people at one time for the low price of ten cents a trip. At the island there is a Yacht Club with dressing rooms and an enclosed place where the male of the species may bathe a la naturel if he desires. There is also a sort of sanitarium maintained by the Railway where one may enjoy sunbaths in the warm sand to the heart's content.

Motor-boats More Common than Autos

Almost everyone in Harbin owns a motor-boat, this city being the best market in the Far East for marine-motors. And for those who cannot afford motor-boats it is possible to rent one for a charge not greatly exceeding a taxi-ride. Then in addition to the motor-boats there are literally thousands of row-boats or "skiffs" that may be rented, together with a Chinese coolie who provides the motive power for a few cents an hour. Or if one wishes he may rent the boat and do his own rowing and thus obtain some excellent exercise. During the summer the entire city, men, women and children, old and young, Chinese and Russians, with one accord stops work early in the afternoon and "goes to the Sungari." On the Island are tea-houses and even jazz cabarets where one may drink tea (or something stronger) while enjoying the river breeze and the even more enjoyable view along the beach where a Chinese administration has not yet become sufficiently "civilized" to place any restrictions upon the style of bathing costume. What Harbin has done with its river from the standpoint of recreation could well be imitated by othar cities of China—and also by innumerable inland cities of the United States that might be mentioned.

No Water-works

While Harbin is a modern city in other respects, it has no water-department, or "water-works" as this department of a municipality is usually called. Harbin obtains its water supply from deep wells exclusively, there being a deep-well for every block or in some cases for every large building. The lack of a water-works causes a serious problem from the standpoint of the fire-department which is compelled to haul the water to every fire. The city maintains a few deep-wells for this purpose and every well is provided with a powerful pump and storage tank. The fire department has several engines and a flock of tanks all mounted on motor-trucks. When there is a fire the engine is always followed by a stream of trucks carrying water and in case the fire is a serious one the trucks must constantly return to the pumps in another part of the city for fresh supplies of water. Recently when a large flour and bean-oil mill burned for several hours, the entire night was made hideous by these water-trucks, each equipped with a siren, as they sped through the streets with supplies of water for the fire-engines. Strangers not familiar with the city's method of fire-fighting thought the entire city was burning.

The Happy Hunting Ground of Smokers

Harbin is the happy-hunting ground of the user of American smoking tobacco, the prices being cheaper in this city than anywhere else in China or the entire world for that matter. The reason for this situation is most interesting, the explanation being that Harbin still has large stocks of American smoking-tobacco which was brought to the Far East at the time of the American intervention in Siberia ten or eleven years ago. The American army in Siberia in 1918-1919 did not exceed ten or twelve thousand men but sufficient tobacco must have been sent out for at least a half-million men, that is, judging from the stocks still being sold in Harbin where one may purchase any of the popular American brands for fifteen cents (Harbin currency, equivalent to five cents in U. S. currency) per tin. And strange to relate all of the tobacco is still good despite the fact that it is at least ten or eleven years old.

Dancers Serve as Waitresses

Every new-comer in Harbin must be initiated into the Russian cabaret system which prevails in the city and which, incidentally has spread to practically every other large city in the Orient. But no city can compare with Harbin in this respect where the night-life is almost entirely of the Russian cabaret type. The usual routine is for one to have dinner at a place where Russian girls serve as waitresses and where the waitresses also serve as dancing-partners for the guests. Usually they are better dancers than waitresses, but one usually doesn't notice defects in the service on such occasions. Dinner usually starts at 9 or 9:30 with "sakouska" and vodka and ends with a hot dish, probably one order being sufficient for two or three persons. With the eating and drinking and dancing, it's usually midnight by the time dessert of Russian "plumbeer," a sort of frozen sour cream is served. At this point someone suggests the "Fantazia" another sort of cabaret where dancing partners of another or more blase type are provided together with a vaudeville entertainment consisting of dancing and singing numbers. These artists or "arteests", as the Russians pronounce the word, are of a very high type and receive the munificent salary of $3 (Harbin paper money) for a night's work lasting from midnight to 5 o'clock in the morning. Guests do not pay the dancing-partners for dances as is the custom in Shanghai and other China ports, but if one feels unusually generous he is permitted to "buy a bottle of wine" which costs from $8 to $15 (also Harbin paper) a bottle. Then 5 o'clock arrives, someone suggests another cabaret, usually a place called "Sonza" where excellent ham-n-eggs are served for breakfast. By this time it usually is daylight, which is the appropriate time for retiring for a considerable portion of Harbin's Russian population which sleeps until noon. While the Chinese administrators of Harbin's Russian population of 100,000 have effected many changes in the operation of the city, they have not interfered to any appreciable extent with the cabaret night-life, except to clean up some of the lower class places. As a matter of fact the Chinese are themselves beginning to enter into the spirit of the place, it being quite common to see dozens of Chinese young men dancing with the Russian girls—and buying wine—along with the rest of the population.

Kavkas Restaurants

There is another type of restaurant in Harbin, the like of which is not to be found anywhere else outside of a certain section of European Russia—the "Kavkas" restaurant. The word "Kavkas" is said to have a meaning somewhat similar to Caucausus, it being derived from the name of a particular mountain in the Caucusus region in southern Russia. All of these restaurants are owned and conducted by former residents of the Kavkas area, some of them resembling a cross between a Russian, a Turk and a pirate. They are heavy of stature, swarthy of complexion and heavily bearded, all of which adds to the atmosphere of the restaurant which usually is located in a basement. Here the popular dish is "shaislich" or grilled mutton which is eaten with sliced lemon and accompanied by fresh sliced tomatoes and onions (one may eat onions without damaging one's social position in Harbin). And, of course there is always vodka, excellent Russian vodka brewed right in Harbin, each bottle being numbered and the number indicating generally the percentage of alcoholic content. They also serve a kind of bread which is likewise known as Kavkas bread, unsalted bread cooked in an iron baking dish over an open fire. But to get back to the "shaislich," the mutton is cut in small pieces and grilled on a steel rod over an open fire. It's excellence is indescribable even for those who profess that they "never eat mutton." For dessert there is the usual "plumbeer" or if one desires, "compote," the latter indicating a mixture of fruit, there being three varieties, "Americanishe," consisting of California prunes or Hawaiian pineapple, (which should be avoided) and compote "domesne" consisting of domestic fruit or compote with an unpronounceable Russian name, but which turns out to consist of stewed evaporated fruits, which is not difficult to consume. The Kavkas restaurants usually are the most reasonable places to eat from the standpoint of financial outlay, the charge generally not exceeding $2.50, local currency, about eighty cents in American money for a dinner that would cost at least $5 in an American restaurant. Old residents of Harbin will tell you that the proprietors of these restaurants, formerly, that is, in the good old days prior to the Russian revolution, were all engaged in the opium business; that they brought opium into China from Turkestan across Outer Mongolia by a relay pony-courier system that was able to

transport the drug from Turkestan to China in an unbelievably short period of time.

Bargaining for Hotel Rates

The chief hotel in Harbin is known as the "Moderne" but before proceeding further it should be explained that the only *modern* thing about the hotel is the name. It is not known when the hotel was actually constructed but probably it dates back to the opening of the Chinese Eastern Railway and the founding of Harbin, about a third of a century ago. The hotel is said to be owned by a Russian Jewish jeweler, who may be a most excellent jeweler, but as a hotel proprietor—well we grant he may be a good jeweler. The furnishings in the hotel are of the "early Victorian" type to which has been added a sort of French dressing in the form of artificial palms, flowers and foliage imported from Paris where the son of the proprietor is said to be obtaining a French education and, incidentally, French nationality all at one and the same time. The Moderne has a restaurant presided over by one "Rudolph" who arrived in Harbin by way of a Siberian military prison camp during the World War. Most of the waiters are also of Austrian or Hungarian nationality, all having arrived in North Manchuria by the same route as that traversed by Rudolph. If one complains about the food or service, Rudolph will counter with a tale about the sort of food they had to put up with in the Siberian concentration camps during the World War. Another interesting thing about the Moderne is that it is operated on the "bargaining" basis, meaning by this that one never pays the price that is indicated on the bill, but the price that one actually does pay depends upon the guest's bargaining ability. Each room has a card affixed to the inside of the door telling the price of the room but a little conversation at the desk always brings a better price and then when the time comes for actually settling the account it usually is possible to obtain a still further reduction of ten percent after a little argument along the line that "other guests have said they always get a ten percent reduction." One of the curious hotel rules is to the effect that "non-residents of the hotel must leave the premises before midnight," a regulation the exact meaning of which the writer has not been able to decipher. When guests do finally pay their accounts they always find an item "$1 for police registration," it being one of the police rules in Harbin that all hotel guests must be registered with the police at $1 a head.

Yellow and White

An American woman writer recently wrote an article about Harbin which was published in an American magazine under the title, "The City Where Yellow Rules White," the article being a description of this unique city of 100,000 Russians, China's first experience in the administration of a large European city located on Chinese soil. For this reason Harbin is deserving of more publicity than the city has heretofore received since it constitutes a sort of laboratory where China, modern nationalist China, is learning the art of governing modern city containing a large non-Chinese population. It is the writer's firm intention to discourse more fully on this subject later on in another issue of *The Review*, but for the present it is only intended to touch on one point and that an important point that has to do with the meeting of the white and yellow races in this unique city of Harbin. Briefly, Harbin was designed and built by the promoters of the Chinese Eastern Railway and populated by Russians, most of them employes of the railway. The Chinese entered the picture later, but today we find in Harbin a Russian population of approximately 100,000 entirely surrounded by a Chinese population that has grown too fast to be counted but which is estimated anywhere from 300,000 to 400,000. Originally the Russians "ran" the city without any regard for the wishes of the Chinese, but six years ago the Chinese "took over" the administration and today we find a large European white population ruled by Chinese. The change in the position of the two races has brought about an interesting social transition that should be worthy the study and investigation of those who are interested in the analysis of such subjects as racial contacts. But briefly the once rulers of Harbin now find themselves the ruled. The writer is not familiar with conditions in the old days, but imagines conditions here were not greatly different from conditions in Shanghai and other China ports where the average European looked upon a Chinese as a sort of person whom it was pleasant to do business with, but not exactly the sort of person to know "socially," so to speak. The change in the political status of Harbin has thus wrought a change in the social relations of the two races that is worthy of more study than it has thus far received. Today one observes in Harbin an intermingling of white and yellow race that is observable nowhere else in the world—an intermingling that is resulting in wholesale inter-mrrriage—and inter-racial social and cultural contact that bespeaks the creation of a new civilization in this North Manchurian country.

Ministry of Health Celebrates First Anniversary

On Monday, at the first anniversary of the establishment of the Ministry of Health, a meeting was held in celebration at its auditorium at Nanking. After the usual ceremony, the Acting Minister, Dr. J. Heng Liu, made an address remarking that the Ministry has just passed the most difficult stage. With facilities lacking everywhere for the carrying out of health measures, the task may seem too difficult during this initial stage. But the health of the nation is of such great importance that it calls for the most vigorous attempt on the part of every member to attain the goal as set out in the Ministry's program for the next year.

Following the Acting Minister's speech there were reports on activities of the first year of the five Departments: (1) General Administration, (2) Medical Administration, (3) Health and Sanitation, (4) Epidemiology, and (5) Vital Statistics. The most important undertakings reported were as follows:

1. Compilation of regulations;
2. Registration of physicians, pharmacists, nurses, midwives, etc.;
3. Compilation of a National Pharmacopoea;
4. Demonstration in Midwifery Training—the establishment of the First National Midwifery School in Peiping;
5. Demonstration in School Health—Hsiao Chuang Normal School;
6. Demonstration in Rural Health—Hsiao Chuang;
7. Prevention of epidemics—plague in Shansi and Meningitis in a number of cities;
8. Population, birth and death statistics.

Conflict between New York's Chinese Newspapers

An attack, starting in the columns of two rival Chinese newspapers and resulting in a battle in which one editor's office was wrecked, and in the subsequent arrest and trial of the other editor's wife, has been holding the interest of New York's Chinatown. The cosflict started when Chen Po and his bride came to New York assuming the editorship of "The Chinese Nationalist Daily News." Chen charged in the columns of his paper, which officially represents the Nationalist Party in New York, that the other paper, "The Chinese Journal," edited by Mr. Thomas Chan, carries communistic teachings and sensationalism like the New York tabloids. This led the "Journal" on one occasion to call Mrs. Chen, wife of the "Daily News" editor, a dew wife. One evening, Mrs. Chen accompanied with eight men went into the editorial office of the "Journal", smashed the desks and handled Chan very roughly. Later, Mrs. Chen was arrested on a warrant charging felonous assult upon the person of Chan. Mrs. Chen was released after explaining to the judge the meaning of "dew wife". According to her, a "dew wife" is one guilty of changeableness, unreliableness and temporariness. It is reported that the trouble between the editors is by no means ended.

Chinese Woman Claims Share of Estate

A Chinese woman's right to share a family inheritance with her brother, which was unheard of in old China but was recently incorporated into the laws of the National Government, has been stressed in an action filed in the Provisional Court to recover $1,000,000. The plaintiff is Mrs. Rui Chow-sze, who through her counsel is seeking to recover from her brother, Mr. Chow Sung-san, her portion of the inheritance left by their father who died a few years ago.

British Naval Training for 20 Chinese

Twenty Chinese naval officers and students started on November 5 for England where they are to be given an opportunity of undergoing an intensive training course in a British naval academy and also on board some of the largest British naval vessels. The party left on board the s.s. Macedonia and received a hearty send-off by a large crowd at the Customs Jetty, including Admiral Chen Shao-kwan, Vice-Minister of the Navy.

How the French Rule Indo-China

BY J. V. S.

Many hundreds of years ago China once had a protectorate. possession, territoritorial mandate or call it what you will. That place is now known as Indo-China, virtually in the hands of the sometimes exotic, sometimes hard colonizers-the French. A visit there today leaves three vivid impressions—its vast size, growing commercial importance and the smallness of the French staff which administers it; let us not miss altogether the fact that there are only eight Americans in Saigon, the most modern city. Patriotism has induced some of the Frenchmen to call it "Le Petit Paris" and also the "Pearl of the East." To illustrate some of these points and to cast a mirror on the rest of them in an effort to show things as they actually are statistics are more eloquent than generalizations.

Checking the inroads one might sail for a hundred and sixty miles, or more, up the winding, muddy and overflowed Mekong River at the mouth of which is Cape St. Jasque, a powerful naval point. This we did on a cattle boat which was a pioneer in certain respects because it was making its trip to Saigon in order to return water buffaloes to the American archipelago in the Southern seas.

A Commercial Link Established

Here was something worth considering. A new commercial link was being established since this was the second trip of this chartered cattle cargo vessel. Here too was an interesting disclosure. It was found that the most famous working animal in the Philippines, the lowly but staunch carabao, as the water buffalo is called there, was in reality from Indo-China. There we would find him. And we did. All along the route of that very Mississippi-like Mekong river. Unfortunately the river had gone on a rampage not long before and the devastated path of its fury was not hard to make out even in this little-civilized corner of the world. The natives suffered; but philosophically. There was no Red Cross aid for them; nor did they seem to care. What an odd race the Annamites are. They are neither Chinese or Japanese and yet they seem to resemble both.

Ocassionally a tourist ship has been the cause of some tourists visiting Saigon: Many have even reached the great ruins of Angkor where the old types of temples used by the Annamites are.

The great lakes at Pnom Penh or the high tablelands of Lung Bian and Dalat, abounding in game—it would seem that was all. Far from it. Tribes are still going to the hills away from the French and civilization. Yet onward they are pushed until they may reach the very peaks—until at last their retreat from modernisms will be defeated.

History of Indo-China seems to have played only the tune of a harmonica in the destiny of the natives and not of a symphony orchestra as in the case of other colonies and certain countries, in their own right. That is until the French came. Before speaking of that important event in the lives of the natives let me review their history, or that much of it which is in order.

Chinese Overthrown 100 Years Before Magellan

The founders of the Li dynasty, Li-Lor, overthrew Chinese rule in Tonking about one hundred years before Magellan made his famous voyage and claimed the Philippines for Spain. The exact date of the new order of things there was 1428. There were plots intrigues and all sorts of politics involved, even propaganda besides the customary warfare. Hanoi was first visited by early foreign traders along about the 16th Century and fully three hundred years after this the French outwitted the English and Portuguese by establishing a protectorate here. Foreign trade was opened by a treaty maneouver with the Annamese in 1874 and Haiphong, Hanoi and Quinhoi were specifically mentioned. Tonking became a French protectorate after a final agreement with the Annamese in 1883. The French occupation of lower Cochin-China, where Saigon is located, took place in 1862. Five years later three further provinces were interjoined with the other French holdings. The same year that Dewey capture Manila, 1898, the territory of Kwang-Chau Wan was leased from China and two years later was placed under the wing of the governor-general of Indo-China. On Feb. 13th, 1904 a new French-Siamese treaty modified that of 1893 and resulted in Chantaboun being evacuated and the neutral territory along the Mekong was given in return for Bassak, Melupre, and the districts of Dan-Sai, comprising a portion of Luang Prabang on the right of the bank of the Mekong. The 1907 maritime district of Kratt was included also. March 23rd, was the date on which Siam gave up Battambang, Siemrap and Sisaphong and received in return Kratt and Dan-Sai which were ceded in 1904.

Organization of Government

A governor-general, secretary-general, superior council (consisting of government officials representing various branches of administration), and representatives of commercial and agricultural interests comprise the government of Indo-China which is split up as follows:

Cochin-China, Annam, Cambodia, Tonking, and and Laos; Kwang-Chau-Wan is a leased territory. There is a common budget for each. The estimated budget for 1929 was about 84,000,000 piasters, or a little less than one half of that figure in American dollars.

There are about 20,000,000 people living in Indo-China today, according to a rough estimate of the French authorities there at this time. Of this number about eighteen and three-quarter millions are Annamese, a little over 300,000 are Chinese, about 25,000 (or less) are French—including French military. About four and one half thousand are foreigners, most of whom are Indians from French-India. In Lat. 8° 30′ to 23° 25′ and from Long. 97° 40′ to 107° East, one finds intertropical climatic conditions with a well known warning being issued in Saigon against sunstroke due to most extraordinarily powerful solar rays.

Rice the Leading Export

Rice is the leading export. On this depends prosperity of economic conditons there. Maize, pepper, sugar cane, tea, rushes for matting and rubber, most of which goes to France, form the bulk of the export trade. Only Burma surpasses the rice export here which is 62 per cent of the total.

The Yunnan Railroad company from Haiphong to Yunnanfu is 848 km, long. The State R.R. is 550 km. long and runs from Nacham to Hanoi to Vinh. There are several other smaller sized roads such as the lines from Dongha to Vinh and from Saigon to Nhatrang. In all there is a total railroad mileage of about 1,292 miles with small prospects of it's being materially increased due to lack of available funds for this purpose.

A majority of the people are followers of Buddhism and one notes many temples even in the most remote sections. However the French report that there are about one million converts to Roman Catholicism; most of the latter are in Tonking and Annam. Mohammedans and Brahmins are also evident.

French Influence Everywhere Evident

In Cochin-China there are today, about one hundred thousand pupils in schools, with about three thousand (or less) teachers, housed in about 1,150 schools. In Annam there are about 63,000 pupils in about 1,578 schools. In Cambodia, where the King of Cambodia has his palaces and is to reported answer for 365 wives, there are but 60 schools and only about 500 pupils. In Tonking there are only 17 schools with a total student enrollment of about 58,000. There is one university and one college in Tonking, also.

French is spoken in the cities with Annamese being chiefly employed in the provincial districts. Throughout all of Indo-China however one notes the tri-color flag of France flying from even sampans and junks. The mannerisms of the French have been passed on to the natives.

The King of Cambodia is not the actual king at all. It seems that the French have accepted Sottarrot, son of Narodom, although Monivong, son of Sisowat, was directly in line for the throne. Both the actual king and the one who occupies the soverign seat now live in the palaces at Pnom Penh with a pension being given to each by the French government. There are certain native troops maintained by the royal order and the federal prisoners lodged in Cambodia clean and keep in order the palace grounds. One can visit these palaces, which have just acquired a coin box so that with each clink of the voluntary contributions, visitors may realize that the days of splendor for Kings of Cambodia have gone forever.

American Minister to China Resigns

The United States Legation announces that Mr. John V. A. MacMurray, American Minister to China, has resigned in order to take up an important post in connection with the John Hopkins University. This announcement was issued in Washington November 2, according to a *Reuter* report, and it is expected that a statement on the subject will shortly be made by the University. Mr. MacMurray and his family are leaving Peiping in time to catch a boat for America from Shanghai on November 30.

"Remington"

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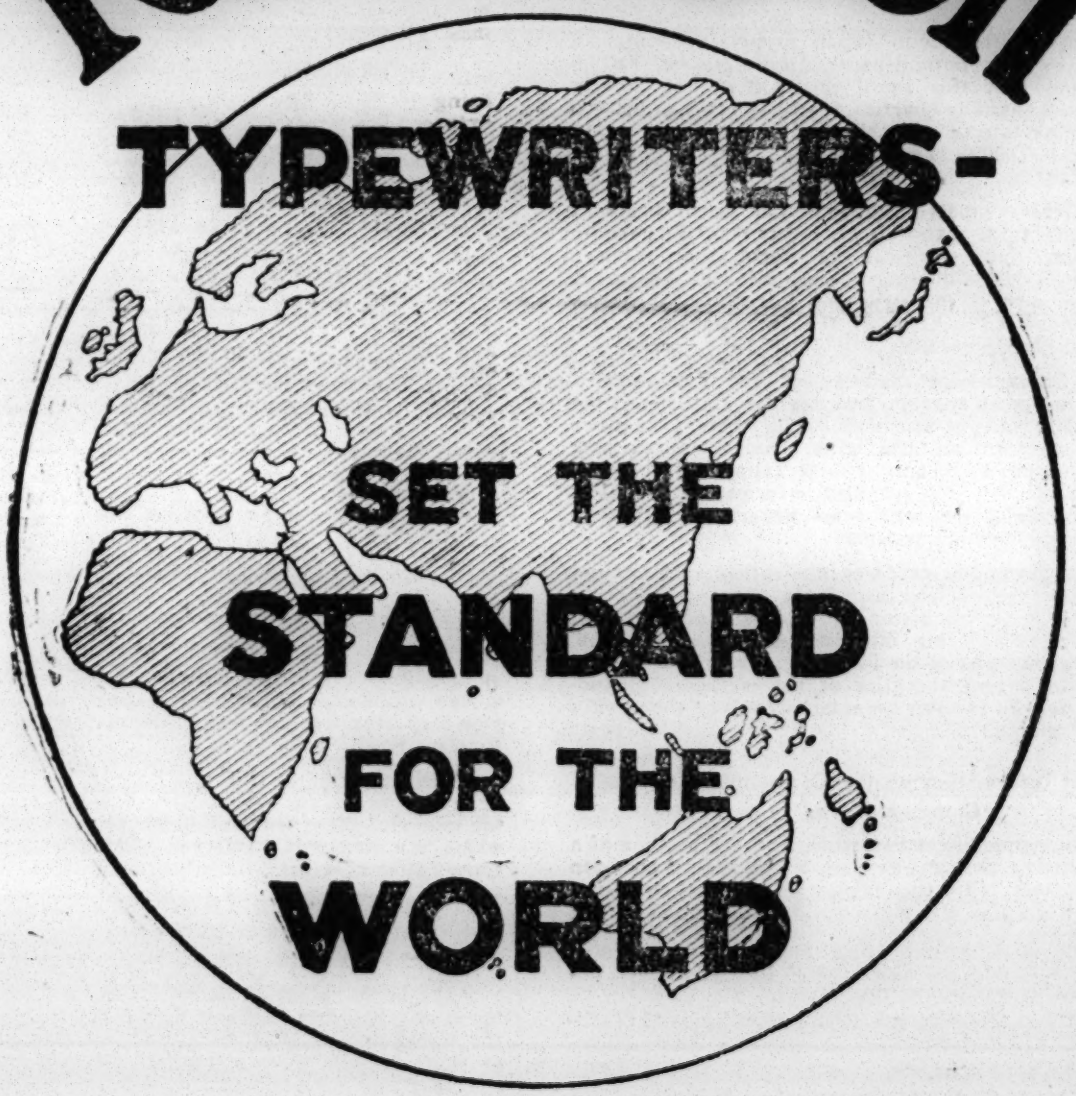


SET THE STANDARD FOR THE WORLD

AGENTS THROUGHOUT CHINA

Common Rock Mining—Its Magnitude in the Far East

BY BORIS P. TORGASHEFF

THE production of common rocks of economic value is one of the hardest things to estimate in exact figures, although they must be considerable even in countries with a but little developed mining industry.

As in only a few European countries and in the United States such statistics are kept on reliable and complete record, there is nothing but casual underestimated information and often mere guess-work about the probable volume of the production of mineral structural materials in the majority of countries, the Far East of Asia amongst them.

Of the seven countries of the Far East—China, Japan proper, Korea, Formosa, Philippines, Indo-China and Russian Far East—in Japan proper and Philippines alone some regular records have been since recently kept on the output of common rocks from domestic quarries, but even there they are far from being any complete.

If we direct our attention to Japan proper, a country of the supposed to be bamboo-and-paper dwellings, we shall be surprised to find that this small in territory but densely populated country annually quarries anything from 25,000,000 to 30,000,000 metric tons of stone, clay and sand to an aggregate value of Yen 44,000,000 to Yen 49,000,000, as testified by the recent official figures.

China, the most populated country of the world consumes less mineral structural materials *per capita* than industrially developed Japan, but there is no doubt that China's population of 450,000,000 must consume an enormous amount of common rocks for structural purposes, as well as other densely populated countries of the far East as Korea, Indo-China and Philippines.

As neither China nor the majority of the Far Eastern countries keep any at all reliable and regular statistics of the output of common rocks of economic value, there is no other way but to try to form an idea of a possible approximate volume of this output by means of some reliable deductions, basing them on all the circumstantial information available, as well as on comparison with some generally established elements of the industry in question.

In doing so, the author ventures in a rather bold attempt but he may, however, be justified if he succeeds to bring forth this question for discussion and criticism of competent authorities Before entering into further details on China, Japan and other countries of the Far East, the author desires to give the reader a general outline of the method of deductions he uses as well as some necessary details on the world's common rocks mining.

General Information on the Consumption of Common Rocks

With the exception of cement, which is a composition of a number of common rocks, and gypsum which is not a common rock,this paper deals with the category of mineral structural materials which includes the mining of such common rocks of economic value as:

a. Various kinds of building stone: granite, basalt and related rocks, sandstone, marble, etc.,
b. Stone ballast, stone screenings and other kinds of crushed stone.
c. Limestone, sandstone, etc.,
d. Various kinds of clay for structural purposes.
e. Sand and gravel.

Mr. C. K. Leith, author of the most valuable book "The Economic Aspects of Geology", sets down the world production of common rocks of economic value, such as mentioned above, at not less than ten per cent of the world mineral tonnage, which according to the compiled by us statistics, amounted in 1927 to over 2,600,000,000 metric tons a year. At Mr. Leith's rate of ten per cent, the world output of common rocks should have amounted in 1927 to 260,000,000 tons, but it is an evident and a very considerable underestimation easily detected if we take into consideration the fact that the United States alone produced, in 1927, cement and gypsum excepted, about 380,000,000 tons of common rocks to an aggregate value of Gold $280,000,000, that is at an average cost price of G. $2.15 per ton.

The magnitude of the United States' output of common rocks of economic value is so great, that it is worth giving here its details for 1927, published in the "Statistical Abstract of the U. S.", 1928:

Table 1.

Common Rocks Output in the United States

Kinds of rock.	Metric tons.	Value in G. $.
STONE:		
Granite.....	8,472,000	32,045,000
Basalt & related rocks.....	11,784,000	15,950,000
Sandstone.....	4,521,000	11,149,000
Marble.....	511,000	14,167,000
Limestone.....	83,434,000	109,252,000
All others.....	4,321,000	5,745,000
Total.....	113,043,000	183,309,000
Or G. $.1.77 per metric ton at the mines		
CLAY & SAND:		
Clay for bricks, tiles, etc. @ G. $.2 a ton.....	167,794,000	335,585,000
Sand, various kinds. @ G. $. 3 a ton.....	98,519,000	295,959,000
Total	266,313,000	631,544,000
GRAND TOTAL	379,356,000	819,853,000
Or G. $.2.16 per metric ton at the mines		

From European statistics, we know that the production of the same raw mineral structural materials in Europe roughly averages to not less than 200,000,000, to 250,000,000 tons a year, and about 150,000,000 tons are consumed in India and the Far East. Allowing at least an additional 100,000,000 tons for the rest of the world, we may place *the total tonnage of the world output of common rocks of economic value at not less than 850,000,000 tons a year, roughly valued* as it is shown in the end of this paper, *at G.$. 1,375,000,000.* In a tonnage, percentage it equals 32.7 per cent of the world mineral tonnage, if based on the figures of 1927.

Method of Estimating the Approximate Consumption of Common rocks

The most backward nations of the world, and even the savage peoples of entirely uncivilized corners of the earth, even they have use for no small quantities of rocks as structural material.

Besides a number of physical conditions peculiar to each separate country, such as climate, sufficient supply of rocks on the spot, etc., there are the following three important elements which, to a considerable degree, determine the volume of the consumption of mineral structural materials:

a. The density of population.
b. The extension of city life.
c. The development of ways of communication.

The latter factor is, in particular, of considerable importance, as it has been well established that not less than half of the world output of stone is used in a crushed form, chiefly as stone ballast, stone screenings, etc., consumed in the construction and maintainance of railways and ordinary roads. Solid buiding stone, clay, lime, sand, gravel, etc., are considerably influenced, in the amount consumed by the extension of town life, and both these factors closely depend upon the density of population.

The existence of a large number of cities and a net of ways of communication already is a very indicative factor for estimating the probable minimum consumption figure of mineral structural materials. Railways and cities often may easily furnish even more or less exact statistics. In the little developed countries, where the railways are of a small extension or do not exist at all, and where the town life still is in an embryonic state, it is the density of population that becomes the principal determinant of the probable volume of the consumption of mineral structural materials.

With some reservations, as for instance, with regard to the industrial development of Japan, a large number of cities in Japan and China, still we must consider the Far East, as a whole' as belonging to the latter category of little developed countries and, therefore base our deductions largely on the density of population. Studying the present question, we can

Pailou of Spring Everlasting, which gives entrance to the lane leading to the burial place at Chufou of China's deathless sage, Confucius.

THROUGH CHINA'S "HOLY LAND"

Travelling in the Country of Confucius via the Tientsin-Pukow Railway

By Edgar Snow and S. Y. Hu

ORDINARILY, most of us think of trains merely as a convenient means of conveyance. They are a condition. One climbs in and out of railway coaches without much comment, unless it is to wax facetious over the eccentricities of that well known procrastinator, "the local", or to make the conventional remarks regarding the enigma which the average time-table is supposed to present to the traveller. Occasionally, however, one condescends to speak with admiration of near-miracles like the *Twentieth Century Limited*, or the *Flying Scotsman*. Such names have come to have a romantic symbolism for us. We think of a swift arc against the horizon; of a great throbbing train spinning down the countryside. There is somethink poetic and beautiful about it. In the brief flash of its fleet passing, it seems to epitomize man's bravest gesture in his perennial battle against time and space.

What the *Twentieth Century* is to America and the *Flying Scotsman* to England, the equally famous *Blue Express* has been to Asia. We say "has been", for one cannot at present claim, as was boasted a few years ago, that it is the finest in the Orient. Unfortunately the prolonged convulsion in China has maimed this once proud service so seriously that it necessarily will be in a state of convalesence for some months to come. During the military maltreatment suffered upon that part of China traversed by the Tientsin-Pukow Railway, of which the *Blue Express* has been an integral part, much of the rolling stock of the line was appropriated for troop movements and generally misused in such a brutal fashion that weeks will be required to repair those cars and locomotives that have been salvaged from the debacle. Until recently progress has been much delayed on the reorganization and reconstruction work of the line because of the Japanese occupation of Shantung, and their blockade at Tsinan, where they were holding over five hundred passenger cars, freight cars and locomotives. With this last obstacle removed, however, the railway has begun functioning once more on a through schedule, and, with a limited number of cars, the *Blue Express* has been reestablished.

It is the plan of Sun Fo, Minister of Railways, to rehabilitate the Tientsin-Pukow (or the Tsinpu, as it is frequently referred to), before any of the many important railway projects are undertaken. No line in the country is more vital as it is the principal overland communication between north and south China. Formerly it was possible to make the journey from Shanghai to Peiping (Peking) in 36 hours, by travelling over the Shanghai-Nanking Railway to Nanking, and, after ferrying across the Yangtse to Pukow, connecting at that point with the Tsinpu. The distance from Shanghai to Nanking is about 193 miles, which is covered in 7 hours; that from

Pukow to Peiping is 708 miles, and the *Blue Express* previously traversed it in 29 hours. Thus an average hourly speed of 30 miles was maintained for the entire distance of 900 miles.

Such service was made possible over the Tsinpu by five complete "*Blue Trains*", which operated on a daily schedule from both ends of the line. There also were a number of local trains run between Tsinan and Tientsin, Tsinan and Taian, Taian and Peng Pu, and from that city to Pukow. First, second and third class accommodations were sold on the *Blue Express*, which throughout was a train comparable in equipment and modernity with anything to be seen in Europe or America. Each train carried buffet cars, dining cars and club cars for the use of first class passengers, and accommodations for second and third class itinerants were far more comfortable than is the case on most trains in the Far East. American-built, the special equipment was of all steel construction and carried the latest safety devices, the train affording the passengers a maximum assurance of protection, along with its many comforts.

Mr. Sun Fo, Minister of Railways of the National Government

Although the *Blue Express* of today, which operates along this line, is not the splendid courier of former times, it is still perhaps the best train in China, and as good as most in the Far East. Trains of this special service leave Pnkow and Peiping every Monday and Thursday. The distance is now covered in 41 hours, making possible a two-day trip from Shanghai to the old capital, or vice-versa, from Peiping to Shanghai. Although this is half a day longer than formerly was required, it is a saving in time over the water route between Tientsin and Shanghai—and it also is less expensive. Fares at present between Peiping and Pukow on the *Blue Express* are as follows;

1st Class	60.90
2nd Class	39.50
3rd Class	19.75

These prices do not, of course, include meals and berth. The former average about one dollar for breakfast, and a dollar and a half, including tips, for tiffin and dinner. Compartments in first class cars cost $3.60 per person per night, and reservations in second class cars are $2.40 each.

In addition to the *Blue Express*, cars leaving the two terminal stations every Monday and Thursday (at 6. p.m.), an ordinary express is started from each end of the line at 10 a.m. daily. Travel on this train requires about 6 hours longer, and, since the accommodations are not as desirable as those on the *Blue Express*, fares are much lower. First class is only $49.50; second class is $35.00 and third class is $16.50. It is now possible to buy through tickets from Shanghai to Peiping, via the Shanghai-Nanking and the Tsinpu *Blue Express*, the cost being $79.25 for first class and $51.45 for second class—exclusive, of course, of meals and sleeping accommodations.

An Historic Route

For the traveller in China no line has opened up more alluring fields of interest than the Tsinpu. Now that regular service has been resumed on this route the intending itinerant from Shanghai to Peiping can save both time and money by travelling overland instead of by vessel, and at the same time benefit by a glimpse into a region that is from historical, religious, political, and economic standpoints among the most important in China. Starting from Pukow, the growing commercial Yangtse river port opposite the new home of the Central Government, Nanking, the Tsinpu proceeds almost directly north for 628 miles to Tientsin, the chief port of upper China. From there it branches to the west and, travelling for 80 miles over the rails of the Peiping-Mukden Railway, finally completes its long run at the classic Manchu capital, where the Peking "Republican" Government of China was losated until recently when it expired at the hands of the Nationalists. Passing through the provinces of Anhwei, Kiangsu, Shantung and Chihli, this line plumbs the heart of a district which perhaps has been sacred to human beings for longer than any other spot in the world. Its route leads to Tai Shan, the Eastern Peak of Heaven, and to Chufou, the birthplace of Confucius, as well as to Tsowhsien, where Mencius was born and buried—a trail worn old by pilgrim Chinese long before steam engines were divined by man. For much of its distance the Tsinpu follows closely the ancient channel of the Grand Canal, a waterway that still carries much north-south junk traffic, mention of which recalls thoughts of days when it was the main artery connecting the imperial provinces and was literally a stream of gold. Over it poured unending tributes of grain and silk and the blue-ribbon products of each subject state, destined for the granaries and treasure houses of the Son of Heaven. On the trip through China's "Holy Land" you will see the ruins of ancient stone signal towers crowning the hill-tops, for this is the overland line of communication established centuries ago by the Great Khan, by which, it is said, he could send a message from the Throne of Heaven to any of his Yangtse provinces within five hours—a feat that the laconic Chinese telegraph of today seldom equals. Finally, to those who have studied the zig-zag wanderjahr of Marco Polo, this trip over the Tsinpu will be of major interest because it was along much the same trail that the Venetian made his way down from *Ta Tu* (Peiping) to the Middle Kingdom, where at Yangchau he became chief city magistrate and for three years served as the official representative of Kublai Khan.

Moving out from Pukow, the southern terminal of the Tsinpu, the traveller who has come up by railway from Shanghai immediately begins to sense a difference in the topography of this north-of-the-Yangtse country. The canals, which are so bewilderingly numerous in Kiangsu, dwindle to occasional streamlets, fed by wells, from which the water is windlassed by blind-folded donkeys or mules, and in some instances by the farmers themselves. The crops naturally are of a different variety; one leaves the great rice country when one crossses the Yangtse. North of the river the plantings are mostly of wheat, millet, peanuts and hemp. Further on, in Shantung, one enters a great melon country, and fruits, of which pears are perhaps most famous, are extensively grown in certain localities. But before reaching the sacred province, Shantung, through which the greater part of the journey is taken, one crosses over a wide area of Anhwei, and cuts off a corner of Kiangsu.

There is a brief stretch of hilly country north of Pukow, which encloses a number of swamplands and marshes, where wild fowl abounds. Foreigners frequently barge around in this district, on hunting expeditions, and a bag of a dozen pheasants a day is a common occurence

among them. To illustrate the copiusness of game here, the Chinese frequently refer to the legend connected with the town of Fu-chen, which tells how an aged and blind patriarch, deserted by his children, was forced to attempt to provide for himself. However, he could not work, and he was too proud to beg. Finally, in tragic despondence, he set out alone toward the marshes, with the intention of curtailing all his woes by drowning himself in the twining embrace of the lotus. Seeing his plight, the gods yawned and magnanimously sent down a flock of wild pheasants, which the old gentleman hospitably received by wringing their necks. Thereafter, whenever he was in need of sustenance, he wandered back toward the marshes, always returning with an armful of fat pheasants. Thus he was enabled to live till the natural end of his life, and ever since then this country has been blessed by Divine Favor, having plenty of bird meat always conveniently available.

Prosperity as a Result of Railways

North of Fuchen the scene rapidly alters to that of a broad, flat plain, untroubled by even a hillock, unless, of course, the never-ceasing regiments of graves are to be included in that category. Maize, barley and sesame are sewn in this territory and the varying shades of green form easy demarcations to aid the eye in distinguishing one crop from another. Although an extensively cultivated farming country, this part of northern Anhwei is not as productive as the soil further on, in Kiangsu, and southern Shantung. It has been worked continuously for several thousand years, but by diligent and highly intelligent rotation of crops the farmers still manage to get three harvests in two years. It is probable that in no other part of the world has land born a greater aggregate of cultivated crops than here.

Most important of the Anhwei stations of the Tsinpu is the town of Peng Pu, a division point about 110 miles from Pukow. Located near the Hwai-Ho, it receives for reshipment on the railway much of the freight carried down that river from interior Anhwei and Honan, and it is the principal distribution point for the agricultural produce of a wide surrounding area. Here one sees a graphic example of the result of introduction of railway communications. Before the Tsinpu pierced Peng Pu it was a somnolent village of little importance; it had a negligible population and its commercial activities were practically nihl. Now it is a chief vortex of industry as well as commerce, new flour mills having been erected, as well as a score of minor manufacturing enterprises profitably undertaken.

An even more striking emphasis of the benefits of railways is afforded in the city of Hsuchowfu, about 100 miles beyond Peng Pu, for here one witnesses the spectacle—there are only two or three such cities in China—of a cross-over of two important lines. The meeting is with the Lung-hai Railway, which runs from Haichow, on the Shantung coast, almost due west to its present terminus a little beyond Loyang, on the road to Sianfu, capital of Honan. By this intersection Hsuchowfu is given the rare distinction, for cities in interior China, of having railways radiating from it to the four points of the compass. It drains the rich agricultural country of Honan from the west, and Shantung from the north, and it exists as the logical distribution point for products coming from the south and east, destined for the great northwestern provinces.

But Hsuchowfu hardly could be classed as a "boom city." The town fathers of three or four thousand years ago doubtless would turn over in their graves (which are much in evidence in the vicinity of the city) at a suggestion to the contrary. For Hsuchowfu has a long and distinguished history. Two hundred or more years before his assassins had thought of crucifying Christ, Hsuchowfu was the scene of one of the celebrated battles of Chinese annals, that in which Liu Pang, founder of the Han dynasty, won a decisive victory that secured the Dragon Throne for his descendants for more than two centuries. The battle is supposed to have been fought near *Chihli Shan*, on a broad plain which unfolds from the western wall of the city. Numerous temples and tablets are erected on the mountain's slopes, as reminders of *Lui Pang's* greatness, and there are similar memorials erected on other nearby hills. Inside the city also are a number of flourishing temples commemorating important periods in Hsuchowfu's history. One of the most interesting of these is the Yellow Tower built by *Su Hsi*, a magistrate during the Sung Dynasty who won great popular applause with this bit of "pidgin," for it is credited with having subdued the fury of the Yellow River and caused a brief cessation of its inundations. The tower was built of yellow earth, which substance *Su Hsi* declared to offer better protection than anything else, because of a special sort of influence, which we do not feel qualified to discuss, having neglected our magic for some long time.

Hsuchowfu has a modern electric light plant and a branch of the famous egg-products company formed by the Armour interests. Cigarette factories, oil stations, and a number of miscellaneous smokestacks prick the skyline as indications of the variety of other industries carried on. Foreign business interests are greater in this city than any other along the line, south of Tsinan. Both British and American agents compete strongly for the markets, and the French and Germans have been long established here.

The Most Eccentric River in the World

Although its position is an advantageous one from a business standpoint, by merit of that circumstance it recently has come in for considerable misfortune. During the northern drive of the Nationalists a few months ago, the opposing troops engaged in some bitter fighting not far from this city, and it was the scene of prolonged military occupations by soldiers of both armies. The fact that its location was strategic in that it controlled the two important railways of this part of north China made it a hotly contested area. But these disturbances, it is devoutly supplicated, are now over, and on this assumption, commerce and industry have recommenced with new promise of greatness.

A few *li* outside of Hsuchowfu the train crosses over the former bed of the Yellow River, perhaps the most notorious eccentric of all the world's great streams. About 80 years ago, following one of its disastrous whims, it changed its course to a line 300 miles farther north, in the province of Shantung, at present going under the Tsinpu line just north of Tsinan. The Chinese have given many nicknames to the Yellow River, but none of them were conceived in a kindly mood. If has been variously called "'China's Sorrow", the "Yellow Tyrant", and the "Great Destroyer." Probably no other river in the course of human history has been responsible for the deaths of more people. For centuries the *Huang Ho* has overflowed its banks and erratically changed its course, sweeping before it all that was in its pathway. It is 2,500 miles in length and at present, drains a basin of 47,500 square miles, although in its rambling career it has covered practically all the provinces of north China, at one time or another. Before it adopted the course it follows today, the river emptied into *Bei Ho*, which has its mouth near Tientsin. It kept that route for 146 years, from 1048 till 1194, when it turned into the channel one passes near Hsuchowful. In 1852 its restlessness again became evident and it turned northward into its present bed. Millions of dollars have been spent in efforts to keep it under control. River conservancy work is proceeding now all along its course, some of it under the direction of American engineers. By straightening out its numerous crooks and twists and building high embankments, reinforced with piles, it is hoped that the turbulent monster will be tamed, but one can never tell. It has overcome man's greatest efforts to reason with it in the past.

Entering the Sacred Province

But to proceed on the northward journey: there is little of interest to mark the rest of the route across this neck of Kiangsu. Shortly after leaving Hsuchowfu, one enters the province of Shantung, cutting in from the southwestern corner. Two or three stations of little importance to the causal visitor are passed, such as Lichuan and Maochuan, and Likuoyi, where *Ti Chin* the Chinese warrior credited with having invented gunpowder 200 years before it was known to Europeans, is said to have built an iron cow. It still rests at the foot of Iron Mountain, not far from Likuoyi and constitutes this village's single claim to fame. A few miles beyond one enters the town of Hanchuang. Here the Grand Canal runs close by the railway. This place marks the end of the British built portion of the Tsinpu, the rest of the line being of German construction. It is not difficult to perceive the difference—particularly at the stations. The German section was completed at much greater expense than the British. Evidently the former spent most of their money in erecting substantial depots, of attractive architectural line. Also they put some thousands of dollars into reforestation projects along the right-of-way. Though many of the trees planted by them have been cut

down and used for kindling by the Shantungese, during famine periods, some still remain, and enhance the beauty of the hills. They are a soft and healing blend in a landscape often destitute of foliage.

The traveler who has sufficient time at his disposal to make a study of this country will wish to stop, for a day or two perhaps, at Lincheng, where a branch line filters down to Yishien, the center of one of the most important coal mining developments in China. Lincheng also will be remembered by many as the station at which a number of foreigners were kidnapped from the Blue Express, in 1923, and taken far back into the mountains, where they were held for ransom for 38 days. The affair caused a world wide sensation, as the several American, British and German victims were prominent people and their disappearance for a time looked as though it were going to be permanent. Their release finally was secured, however, and most of them returned unharmed and richer for a rare erperience. If the tender-foot traveler trembles at mention of this incident, or the hardened adventurer thrills in anticipation of a similar occurence today, the fears of the one and the hopes of the other may quickly be dispelled. For the bandit menace from this particular territory has been minimized, and with a score or more soldiers travelling on every train and the well organized gendarmes now upholding the law in towns along this route, one has little concern for bandit-kidnappers.

On to Tsowhsien

On the branch line running down from Lincheng to Yihsien, one passes the mines of the Ching Hing Trading Company, where most of the coal used in operating the Tsinpu line is produced. There are several shafts, having a capacity production of well over 1,000,000 tons annually, but at present, owing to interference of military disturbances from which they have not yet recuperated, only about half this amount is being mined. It is interesting to note the modernity of the machinery used; most of it is comparable in efficiency with anything seen in collieries of the west. This is true also of the portland cement factory near the mines, both being operated with electrically powered equipment secured from German manufacturers.

A young Shantung muleteer, his mule, a passenger, and in the background, that torture of inquisitional inspiration—the Peking cart.

About a two hours' northward journey brings one to the city of Tsowhsien, venerated birthplace and burial site of the celebrated Confucian exponent, Mencius. It is an obligatory stop for the more thorough tourist, being, after Taian and Chufou, the most significant of the meccas in the sacred province. Although it always has been Confucius that most Chinese scholars have imitated as the godhead of enlightenment, many foreigners who have studied the writings of Mencius declare that he evidenced an even greater profundity of thought than the more famous philosopher. Born about 180 years after Confucius—the date of Mencius' birth is supposed to be 372 B.C.—he so ably defended and expounded the teachings of the Great Sage, his examplar, that it is probable he did more to assure immortality for Confucius than did the latter for himself. At the time he arrived many "dangerous thoughts" were being spread in contradiction to Confucianism. Against such heterodox beliefs Mencius devoted highly effective effort. So thoroughly did he establish Confucianism—at least his interpretation of it—that for more than two thousand years, regardless of race or religious creed, every great emperor of China ostensibly has moded his life and philosophy after that of the "Citizen of Chufou."

While the burial mound of Mencius is some distance from the walled city, the famous temple is quite near and its curving roof of emerald tile may be seen from the railway station. It is close by the south gate of Tsowhsien —any naked urchin, of whom you are apt to encounter many, can show you to it. But if you ask the villager for direction, you must remember to say *Meng-tze (Mang-che) Miao*, which means Mencius' Temple. His Chinese name really is *Meng-tze*, just as that of Confucius actually should be spelled *Kung-tze*. How the accepted romanizations originated one only can conjecture. Doubtless the mistake happened in much the same way that other Chinese names have been badly garbled in rendering them into English. It is a sad state of affairs and one sure to confuse the fresh arrival, for nothing seems to be pronounced as it is spelled, and one may go on indefinitely repeating, in a perfectly proper way according to the romanization furnished one, any of a thousand names of men or cities or famous places, without once getting a flash of understanding from the average Chinese. How long will it be before some Chinese-speaking foreigner, pitying the Griffin, will undertake to romanize oft-recurring Chinese words and phrases, in something approaching an accurate version?

Venerables of a Sacred City

But to continue with the pilgrimage in the hometown of *Meng-tze*, as it is pronounced in Mandarin Chinese, *Mang-che*, as it is called in Shantungese, or, if you prefer, Mencius, by the guide book writers. Tsowhsien contains numerous stone tablets and memorials erected by emperors, mandarins and the near-great who have visited here. Various slabs, tile canopied pavilions and small shrines mark the spots where significant incidents occurred in the life of the "Great Interpreter." At one place we learn that he traded his shoes for a book, at another how he was wont to repair for philosophical contemplation, and still another spot marks the site of an ancient well from which he drank. Extending from the south gate to the temple itself is a grove of acacias, expanding, as one comes nearer, like a dignified and immense green frond around the cluster of monuments. Along this avenue one goes through a gate bearing an inscription which has been translated as "Ancient Site of the Third Change of Residence." This has reference to the surviving legend regarding the difficulties experienced by *Meng-tze's* mother in finding a proper environment in which to rear her young hopeful. The story is that at first she lived near a cemetery, but was obliged to move because young *Meng* entertained himself by doing simulacrums of the mourners. The second residence was in the market place, but this location was found to be unfavorable because the "heir to knowledge" amused himself by memorizing epithets instead of the dictums of Confucius. Finally the exasperated mother moved close by a school and it was in this ensconcement, supposed to have been where the gate mentioned now stands, that *Meng-tze* at last mended his ways and assiduously undertook the study of the wisdom of the ages. In the temple grounds a similar reminder of the trials of rearing a genius is to be found in the "Hall of Loom-Breaking by *Meng-tze's* Mother," which is reported to mark the spot where the irate woman lost patience with her son's insouciant habits and demonstrated it by venting her wrath upon the weaving machine. Time has rewarded her for the tribulations endured, however, as in Chinese legend she has become the model mother and her memory is respected almost as much as that of the offspring whose ways she so zealously guarded.

The temple of *Meng-tze* is an expansive, richly decorated edifice, filled with inscriptions and tablets bearing tributes of praise. There is a large carven image of the famous scholar and teacher, which is said to be one of the triumphs of Chinese art. Set in a dim recess of the cavernous hall, it is regal and splendid and elaborately robed. The countenance wears an august, yet benign mien. But it is difficult to harmonize this figure with the thought of a bare-legged, chest-nut colored youngster who mimicked mourners, bickered with the tradesmen and doubtless was subject to all the innocent, if somewhat mischievous, passions and mad whims of virile youth.

North of the city about six miles is the grave of the sage, and close by is that of his mother. Wheelbarrows or Peking carts must be relied upon for the journey. The former, though considerably slower that the two-wheeled abortion, is more comfortable, and costs about a third as much. Barrow men will take you to and from the tombs for about $1 a day. If you have never experienced a ride in a Chinese variety of wheelbarrow you should attempt to make this trip, as it is a new sensation, in its way quite as thrilling as a first flight in the air. For the Chinese wheelbarrow has tricks of a kind as unique despite their being several thousand years' older, as those transportation's evolution has revealed in the latest subtleties of the airplane. However, the journey to the *Meng Tombs* will require a full day, so the average traveler, whose time is always limited, may have to forego this jaunt, chosing rather to spend the time on a similar trip

to the burial place of Confucius, near where he will stop a little further along the line.

The "Wusih of the North"

A short distance from Tsowhsien the train enters the environs of Yenchowfu, probably the most important city, commercially, between Lincheng, which we have left 50 miles in the south, and Tsinan, twice that distance to the north. To the occasional enterprising ramblers who pride themselves on their policy of travelling "in" a country instead of merely passing "through", a stop-over at this point is essential. Yenchowfu (that oft-recurring "fu" is an honorific indicating simply that the town at one time has been provincial, or even more local, capital) is not itself an unusual city, though it of course has its indigenous attractions; but it is the branch line down to Tsining-chow that offers the choicest realm of interest for the visitor. The individual who has seen Wusih, in Kiangsu, will compare it with Tsining-chow, for what the former is to the "middle country", this humming branch terminal is to southern Shantung.

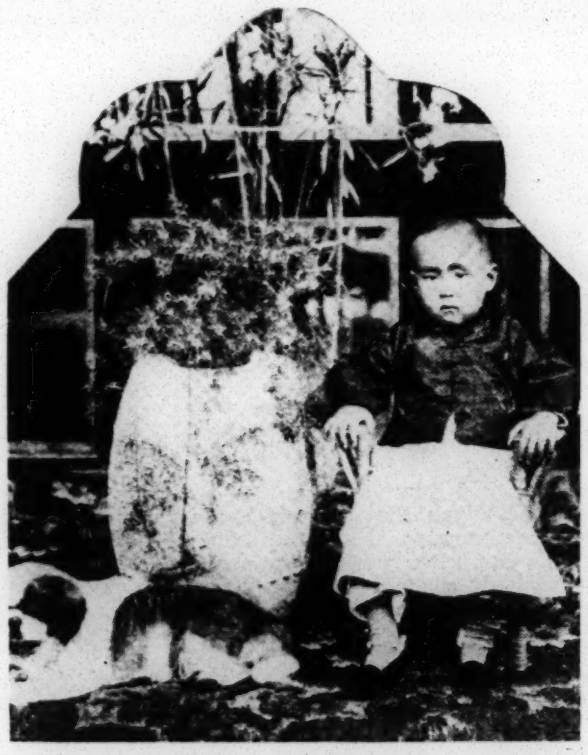
It is one of the few cities in China that has "voluntarily industrialized." That is to say, without foreign "coercion" it has attained what in the west we call, perhaps erroniously, "modernism"; it is progressive. A fine thriving little city that ought to warm the hearts of all good Chinese Kiwanis, if there be any such. No promise of impeccable cars can be made to the adventurer who undertakes this side jaunt, but he can get a seat on a regular daily train which covers the 20 miles in shortly more than an hour. As one nears Tsining, rolling in over a wide fertile plain, one might for a moment almost imagine that he were approaching one of the New England manufacturing towns. Clusters of tall chimneys thrust, rapier-like, into the sky, emitting darks puffs of smoke, that hovers in great clouds around the factories. Brick structures of semi-western design ramble indefinitely into the background. Inside of them thousands of blue-clad men and women and children pilot the busy machines that turn out a surprising total of manufactured goods, consisting chiefly of cotton cloth, flour and egg products—for yes, the Armour "butter-and-egg men" have penetrated e'en unto here!

Near the city flows the wide majesty of the Grand Canal, where it is viewed at its busiest. In recent years this historic stream has been allowed to silt up, little money having been expended on dredging since the introduction of the railway, which has robbed it of much of its traffic. But from Tsining down to the Yangtse the Canal is still navigable for junks of considerable size, and thus to this city comes much of the cargo that is to be distributed in the west and north.

Standing beside its rock-ribbed banks, one is inclined to meditate upon the ancient career of the "Imperial River." If one omits the Great Wall, nothing in China offers a more impressive document testifying to the marvellous construction work accomplished in this country in ages past. Parts of the *Yu Ho*, as the Canal is called by the Chinese, have been in use for more than 2500 years. It has been the principal means of communication between north and south China for longer than the Christian era. About the time Rome was approaching its zenith, and during the most glorious time of Athens, that portion of the Grand Canal which extends from the Yangtse to the Yellow River was being built. It was laid out on generous lines, its sides were walled with stone, and it was connected with lake reservoirs for nourishing it during dry seasons. *Kublai Khan* is credited with having finished the northern section, which at Tientsin connects with the *Bei Ho*, and thus joins it with Peiping. The southern extension, which reaches down from Chinkiang, on the Yangtse, to Hangchow, finally to conclude in Hangchow Bay, was dug during the *Sung* Dynasty, in the early seventh century. The Canal passes through five provinces (Chekiang, Kiangsu, Anhwei, Shantung and Chihli), for a total distance exceeding 900 miles. It is by far the longest artificial waterway ever constructed. Not forgetting the Panama Canal and Suez, the *Yu Ho* remains, even in this world-spanning era, as one of the outstanding engineering undertakings of man.

Chufou, Birthplace of Confucius

Before leaving Tsining-chow, the traveler should visit *Po Yoen*, the garden in which *Li Tai Po*, China's most beloved bard, is said to have drained the proverbial three jade cups of wine—though it has not been written how many times. Judging from other allusions which have been made to the capacity of the "Byron of China" we assume that he made this no occasion for a display of temperance. At any rate the garden has now become a rendezvous for restless young men who excuse their Bacchanalian excesses by pointing to the example set by the illustrious *Li Po*, and indicate that they too, seek inspiration in wine. Not far from the scene of the activities of these muse-courters, there is a temple erected close to the entrance of a tunnel, declared locally to extend for 30 *li*, skirting beneath the city walls and opening far beyond in the countryside. Hundreds of years old, it is supposed to have been built by some feudal lord, who used it as a means of egress during times when he was forced to flee from invading enemies. Strangely, although thousands come to the place to worship, perhaps drawn by curiosity rather than holy urge, none has entered it for as long as men can remember. We wonder if one writer was correct, who when visiting this place and learning that it had not been explored, exclaimed, "It is a strange example of the Chinese willingness to accept things as they are, the lack of that spirit of inquiry that has led other peoples so far ahead of China in all forms of modern research!"



Kung Te-cheng, or "Duke Kung" 74th descendant of Confucius, whose artistic calligraphy already has won praise from Chinese scholars. (Photo taken about 4 years ago)

But it is time we moved along, for just a few miles north of Yenchowfu, to which it is assumed we have returned, is Chufou, where one who is making this trip as a pilgrimage to the "Holy Land" of China, surely will wish to stop. It was near this point that the "Prince of Learning," Confucius, was born, spent his childhood and most of his maturity, and finally was buried, at the end of a life that probably has impressed more intelligent men and women than that of any other individual in the course of history.

"Accommodatious" at Chufou

Formerly there was a well-furnished Railway Hotel in Chufou, run on our western specifications, but alas, like many another of the better features that spoke for the Tsinpu, it has been mutilated by soldiers, robbed of its equipment and generally rendered about as inviting as a pigsty. The soldiers have gone, peace has returned to Chufou, and the Tsinpu administration is planning to refurnish and reopen this hostel at an early date. Until that is done the traveller should be forewarned regarding over-night accommodations. There is nothing available but the beds in a so-called Anglo-Chinese Hotel, than

which anyone who has an aversion to all forms of vermin would much prefer a grassy nest in the meadows. Such as extreme is not necessary, though, for the station-master happens to be an individual of broad generosity and if you will have a chat with him about your difficulties it is more than likely that he will arrange for you to sleep in the lounge of the railway station. This, while hardly rivalling the Ritz-Carlton, is not as pristine as a meadows-bed, and it is certainly more salubrious.

The grave of Confucius, like that of Mencius, is some distance from the railway. Actually, the real town of Chufou, where both the former residence and tomb are located, is about 18 *li* from the station, which merely was placed here, on what was formerly open country, in order that pilgrims might be able to get off somewhere near their destination. The original plan of the railway route included the ancient city of Chufou, but owing to objections from the *Kung-tze* estate (descendants of Confucius), the line was diverted westward. Duke Kung, head of the ancient household, strongly protested when he learned that the railway would have to cut across a line of very old trees that bordered the esplanade leading to his great ancestors' burial place. He also felt that the instrusion of the "iron devil wagon" was highly undesirable, no matter what part of the city it passed through, maintaining, so the story goes, that its noise and the strangeness of its appearance might disturb the tranquility of his predecessor's repose. Finally, the railway engineers proving as obdurate in their insistence that the rails must go over the avenue, as Duke Kung was in his determination that they should not, the surveyors changed their position and skirted the town altogether. Although the two hour crucifixion by Peking cart from the station to the temple grounds, is nothing humorous, when one finally arrives at the altar of learning, set in the corner of a scene which shows no evidence of having altered in any but minor detail for more than two thousand years, one is rather thankful that the railway engineers lost, after all. It is good that this village should be preserved, as nearly as possible, as it was in ancient time. China has enough of towns to be modernized, without rousing the sleeping-princess antiquity of Chufou.

The "Peking Cart"

You rent your cart at the railway station. The tariff, when you first look at the conveyance, does not seem extortionate; the round trip costs but $2.50 per person. But after you have got started on your journey you suddenly come to the conclusion that you have been fleeced! There has been a mistake; you should be the one that gets paid, for subjecting yourself to such a surprising experience. It is worse than a buckboard—the springless hard-riding vehicle of western America. At least there are four wheels beneath one on that form of punishment, and a certain amount of the shock is absorbed 'tween fore and aft. But the Peking cart, a two-wheeled vehicle, gives no quarter. You simply sit and—agitate. It is rather like simultaneously having hives, St. Vitus Dance and Delirum Tremens, with perhaps a bit of palsy thrown in for good measure. You contemplate the road ahead. It appears to be not unlike any ordinary country dirt road that you might with a fair amount of comfort, traverse in a buggy at home. But under you it rolls, and as it does yours becomes the conviction that you have miscalculated. Surely the way is lined with broken fragments of sharp granite! But no, it is all in the cart, which in conveying even the minutest non-conformity of the road to what after a time becomes a somewhat sensitive part of the anatomy, multiplies its importance by a hundredfold. Yet despite these nerve-racking jolts to which the traveler in all Peking carts is constantly subjected, it is still the principal means of passenger coveyance in all but the most modern districts of China, as it has been for only the great Emperor *Shun* might, were he alive, know how many centuries. Reminding oneself of this, after about an hour's suffering in one of these traps, one begins to wonder if there may not, after all, be truth in the yellow fiction which tradionally ascribes to the Chinese a total imperviousness to pain. Yet there may be something in one explanation that has been given for what apparently is its long enduring popularity. Since it is impossible coherently to carry on a conversation while in that peculiar half-reclining, half-sitting position which the narrow confines of the cart force one in assume, it has certain advantages when travelling with a person inclined toward tiresome verbosity—such as, point out the Chinese, a wife with a tongue of incisive loquaciousnes.

A few *li* away from Chufou, the temple roofs come into view. You jolt by the cemetery on the way to the town; it is easily recognized by the rambling brick wall that encircles the entire area, a space of more than a square mile. Linking the entrance gate of the burial plot with the crumbling city gate for the wall that surrounds Chufou is the double row of cypress trees, flanking the avenue which the railway engineers insisted they had to cross. Midway along its course one goes beneath a great stone arch, bearing the inscription "Gateway of Eternal Spring", signifying we suppose, that the path which leads to the wisdom of *Kung-tze* is ever new.

2500 Years of suspended Animation

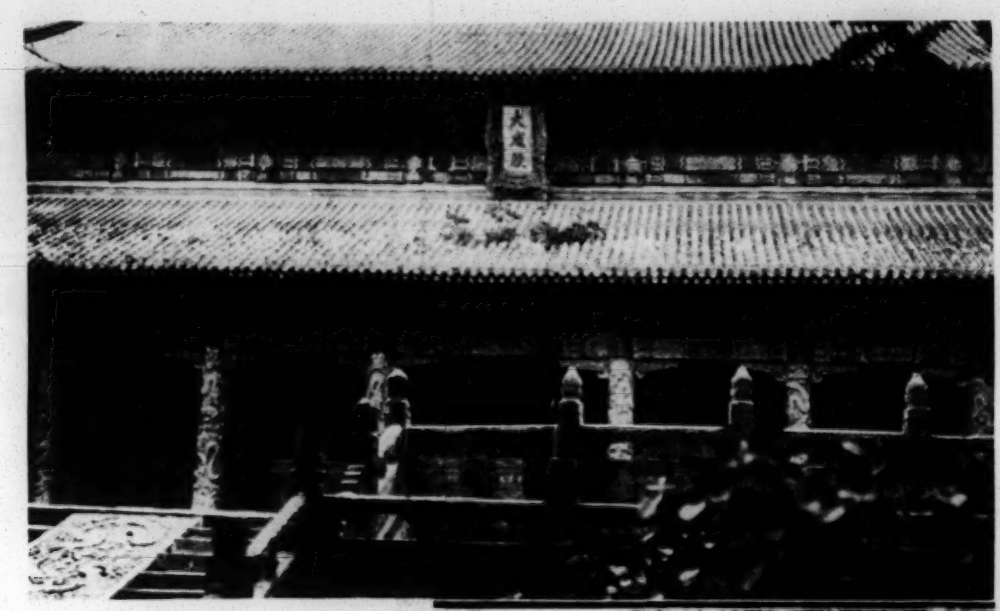
Chufou, surely, is one of those towns described in Cook's Tour advertisements as "unspoiled by outside influences." You do not even have to wink to imagine that the clock mysteriously has been turned back 2500 years, to a time contemporary with Confucius. Infants swim in streets of oceanic dust, and stare at you, amused, as you choke from the fine particles which bother them not at all. They seem to challenge the combined galaxy of the evil spirits of disease. Their elf-like faces peer at you from everywhere—from behind ash heaps and refuse piles; from doorways of the earthen-floored, mud-walled huts; from under the bare legs of the singing coolie laborers. Despite the apparent unconcern with which their parents permit them to adventure round the town, they one and all look healthy—so outrageously healthy! The foreign city-dwelling mother will look at them and be amazed. By every token of medical science they should all be burdened with at least twelve kinds of sicknesses, to any one of which it might be expected that they succumb. But doubtless the spirit of the Sage watches ever them. Or a less superstitious explanation may be that the day-long sun baths to which their solid-muscled young bodies are subjected, build up within them an immunity to all the ills that escaped from the fateful box of Pandora.

Creaking wheelbarrows dispute what pass for streets here with the freight-carrying poles, fulcrummed on the shoulders of perspiring—but grinning—coolies. Two-wheeled vehicles are scarce, being only of the Peking cart variety. Not even the bicycle, which has found at least one or two advocates in most of the tiniest villages of China, is to be seen in Chufou—and motor cars, of course, are simply uncomprehended. Merchants display their goods in the same manner as did their fathers before them—openly, bazaar-fashion, for their are no shop windows in Chufou. Houses are of white adobe, or hand-cut stone and they are surrounded by walls of similar stuff.

Entering the Sacred City

The visitor is not bothered with curio-sellers, that irritating species of parasite that now abounds at most of the world's sacred places. Either the Chufouese are too unenterprising, or the *Kung-tze* estate, which rules the city and much of the surrounding country, has placed a taboo on such dubious traffic. More likely, however, the thought simply never occured to these people that they might, figuratively speaking, sell bogus "strips from the cross, or the nails therof," although the possibility of producing genuine relics is much more plausible here than at Jerusalem. *Kung-tze* it is true had the good fortune to be born in a civilized village which was above cruifying its prophets, so that the tokens of the good man's memory could not correspond with those conventionally offered to admirers of Christ. But it ought not to be difficult to produce any number of fragments of the vestments worn by Confucius, or nail parings, or even some gleanings from the whiskers with which, according to authentic portraits, he was so generously endowed. But, as we have said, Chufou is not very progressive. Doubtless, if ever it does learn these modern ways of wile, it will be under the tutelage of foreigners. Confucius was born in this town exactly 2480 years ago—and apparently nothing has happened here since. Even the city wall, which has been reconstructed several times, still is anchored, so we are told, in the same trenches that have held it for centuries. These cover a circuit of 4 miles, and more than a third of the space enclosed is devoted to the Temple Grounds of *Kung tze*.

A secondary wall, pierced by several small gates, surrounds the main halls and shrines of Confucius. The traveler enters by way of the more imposing of the arches, and, immediately he is within, recognizes that this is a memorial worthy of all the praises that have been made for it. Towering, wide-girthed cypresses, their great arms interlocking to form an expansive sheet of shade above the grounds, seem to bestow an air of calm dignity and fitting quietude on the picture that is before one.



Above: Finest of temples in China is this, the Main Hall of Confucius,at the latter's birthplace, Chufou. Its proportions are impressively enormous. Rising to a height of 74 ft., it is 134 ft. wide and 84 ft. deep.

Right: "Tomb of the Prince of Learning.....around Confucius' grave there is a an absence of all gilt and pomp and extravagant tribute . . more simply impressive than any amount of gorgeous display might be....On the marble slab surmounting the tomb is the post-humous title of Kung-tse, 'Prince of Literary Enightenment.'

Below: Three of the marble columns, most famous in China, which support the heavy double-tiered roofs at the Temple of Confucius, Chufou. Erquisitely carved, their motifs are dragons and coiled serpents....seeming to defy the elements to weaken them under their Atlasian burdens.....

The walks are well-laid and of wide stone plaques, some carved with imperial insignia. Along them are erected numerous pavilions, enclosing spirit tablets, and laudatory expressions made by emperors of the *Sun*, *Kin*, *Yuan*, *Ming* and other dynasties. There is one tall building, entirely of wood, its facade richly ornamented and engraved, which will puzzle the visitor. This is the *Kuei-wen-ko*, or "Hall of Ceremonial Practice", where the priests exercise (and doubtless also exorcise) in the roles which they enact during the spring and autumn festivals, at which time large numbers of pilgrims come to do homage at Confucius' temple and tomb. The building appears enormous for a wooden structure, actually measuring 74 feet high, 90 feet wide and 55 feet thick.

The Finest Temple in China

Just about opposite it, is the Pavilion containing the great temple. It is at the end of a plot enclosed on three sides by verandah-like extensions, the panelled balustrades of which are of carved wood, some of them quite ancient. The court thus formed is planted with more cypress trees, and a strange, tropical looking shrub that has large leaves, like the "elephant-ears" of the western rhubarb. Near the entrance is a *kuei* or pagoda tree, said to have been planted by Confucius. The attendants stoutly up-hold the story that it has survived these 25 centuries by periodically issuing a new sprout from its main roots—and there may be something in the claim, for the present living branch seems to emerge directly from the apparently quite dormant and rotting trunk. Close by is a minor hall marking the spot where once stood another famous tree, a plum, under which Confucius expounded his well-considered thoughts.

In approaching the *Ta-cheng-tien*, main hall of the Temple of Confucius, you pass through an elevated pavilion, from which is obtained an excellent panorama of the exterior of the famous building.

Before you is perhaps the finest example of temple architecture that is to be seen in all China. In front of it is a wide, smooth, stone-paved area, raised about ten feet from the rest of the courtyard, and enclosed by an carved stone fencing, of artfully chiselled design. The hall itself rises to a height of 74 feet, is 135 feet wide and 84 deep. It has double roofs, giving a two-storied effect, with curling eaves of the best Chinese tradition. Most interesting are the nine marble pillars which support the enormous weight of the mass of green tile above. Carved from single slabs of the stone, they are perhaps the most artistic of their kind that can be found anywhere, the motif of their ornamentation being expressed in serpents, whose dragon mouths open just beneath the eaves, and coil round the poles of marble, seeming to defy the elements to weaken them under their Atlasian burden.

Within the hall is a ten foot statue of the Confucius, carved with a fidelity to feature that is said to be unusually accurate for Chinese sculpture. A beaded mor-

tar-board hat crowns the image's head; beneath it is an inscrutable countenance, the chin of which wears a flowing beard that extends to the tip of a fan, held in his closed hands. Generously, great robes billow to the pedestal. In front of it is a richly ornamented spirit tablet, bearing the oft quoted inscription: "Master Examplar for All Ages." Sometimes is it translated as "Teacher of All Time", or "Maestro of Every Generation". On one side of the figure range a number of famous engravings of important incidents in the life of Confucius and his disciples. Of these, four represent the "Secondary Stages". Most treasured is the work of *Wu Tao-tse*, done in the Tang period; it is nearest to the statue of Confucius, and is inclosed in brick, with a glass facing. To the right of the image are a number of memorials erected by emperors of dynasties dating from the *Han*—and there are more likenesses of Confucius and of his disciples.

North of the Main Hall is a temple to Confucius' wife containing an embossed spirit tablet, and recognition of her numerous virtues. There are several other lesser halls, poor replicas of the principal one. These include an Ancestors' Temple, and a Temple to the 72 Disciples. At the climax of his career Confucius found himself surrounded by 3,000 acolytes, of whom 72 became proficient in the "six departments of learning"—it was to these the temple just mentioned was dedicated—and 10 Confucius acknowledged as having exceptional qualities in one of the branches of erudition.

Where Confucius quenched his thirst. This old well is still in use, and the young man standing on the left, a descendant of Confucius, declares that it is the best water in all Shantung.

Before leaving the grounds one should visit the revered well from which Confucius drank, now in the center of a stone embrasure. Near it is a small building which is supposed to occupy the exact spot where the residence formerly stood. At another corner of the temple enclosed is *Yeng-sheng-kung-fu*, home of the young Duke *Kung Te-cheng*, alleged to be 74th in direct line of descent from the Sage Incomparable. If you are really curious to see what a 74th descendant looks like, you can arrange to meet him by generously tipping one of the temple attendants, who always seem to be able to devise ways and means for everything, provided there is sufficient "kumsha" in the offing. However, if you are the sort who prepares for events of this kind in advance, and you have secured a letter of introduction from some government official, or someone known to the *Kung-tze* family, you will be able to interview the Duke without giving any gratuities. It is rather beforehand to predict what sort of a future is in store for *Te-cheng*, of the noble heritage. He has just turned his ninth year. They say he has shown none of the signs of a child prodigy, however, so this perhaps may be taken as an indication that his wisdom will flower to greatness later on in life. Unless you speak Chinese, and are clever at making witty remarks to the new branches of old family trees, you might be better advised not to bother the *Kungs*, since you can single out any one of a dozen youths marching the streets of Chufou, who will answer to the same surname and much the same general description as *Te-cheng*. *Kung* is practically a unanimous name in this city, everyone from the swollen-eared beggar, to the opulent merchant who expectorates toward him, being descended from a more or less identical ancestry. Thus, in theory, each man regards his neighbor as his brother and one might conclude that an ideal state of communism should here exist. But the stratas of life are just as much in evidence as anywhere else; no matter how large the family, there must always, it appears, be the poor relations.

The Ubiquitous Family of Kung

In Chufou and the neighborhood there are said to be more than 50,000 families of *Kung* lineage. Some are farmers, some tradesmen, some noblemen who still bear their ancient tities. The first family of the clan collects taxes from most of the surrounding farms, and it owns practically all the important buildings, including the temple grounds and the burial plot. Since it has been an Imperial custom, continued by the new government, not to tax the district, the direct lineal descendants have become enormously wealthy. They hold the unique position of being about the only really rich Chinese who can reside serene in the knowledge that no bandits nor kidnappers, no matter how desperate they may be, will dare assault them.

During the time of Confucius, Chufou was in the feudatory State of *Lu*, one of the kingdoms into which China dissolved during the waning years of the *Chou* Dynasty. It had a separate ruling house and was practically independent of the Dragon Throne, maintaining its own court, its armies, and public institutions, unrelated to the Imperial system, if any. The *Kung-tze* were an old titled family even at this time, and their influence was powerful in the government of the state. Confucius himself acted as magistrate of the city of *Chung-tu* for several years, setting up a model administration and, so the story goes, "ended all crime". During his later days, however, a dissolute prince came into power and Confucius was ousted. Thereafter for 12 years he wandered from one district to another, seeking permission to inaugurate his reforms and establish what he styled "the ideal state." But none would hear him. Weary at last of the rebuffs he had received, he returned to Chufou and there devoted the last three years of his life to writing. During that period he produced his famous works: "The *Book of the Conduct of Life*, the *Book of History*, the *Book of Poetry*, the *Book of Changes* and the *Book of Annals*. Two years after his death, a memorial temple was erected at approximately the spot where the present great hall stands, the latter having been completed in the 8th century A. D. The State of *Lu* officially ceased to exist about 700 years after Confucius, when the first *Chin* reunited the country. But during that period so great had become the fame of *Kung-tze* that his family practically had replaced the ancient kings of *Lu*, so that it was to them most of the revenues were paid. For long afterward, there were attempts to restore the independence of the State, and several small revolutions took place. The Dukes of the present *Kung* estate still receive contributions from most of the provinces of the country, which come as a reminder of those dim feudal times of the past.

Tomb of the "Prince of Literary Enlightenment"

Bidding a respectful farewell —one must respect a town that has managed to exist in a state of suspended animation for 2500 years—the traveler emerges from the ugly little city gate and is once more on the disputed avenue of approach that leads to the tomb. The low

wall surrounding the latter is broken at the end of this road by a magnificent stone archway, which with all due genuflections, we shall now enter.

For a short distance the same tree-lined pathway continues, till a second gate is left behind, when one follows a winding walk that leads past stately stone monsters of *Ming* conception, through other gates, and beside pavilions erected by China's great—very often self-styled as such—emperors. Finally, rounding a corner in the submerged walk, you come suddenly upon the tomb. Other writers have commented favorably upon its simplicity; upon the unobtrusiveness of it. No vaulted roofs encompass it, no open-mouthed dragon lies prone before it, offering defense against evil spirits. The entire absence of all gilt and pomp and extravagant tributes is in itself more impressive than any amount of gorgeous display could be. A single marble slab surmounts the unadorned tomb and on it is carved the title posthumously bestowed upon Confucius: "Prince of Literary Enlightenment."

This is a spot which the visitor should not hasten to leave. It is worth emphasizing to the foreigner, perhaps, that here he stands in the near-presence of one of the perhaps fewer than half dozen men whose teachings have been destined to have an important influence on the evolution of what inadequately might be termed the culture of man. Christ and Mohammed both came after him, and neither has been given more widespread recognition. Guatama Buddha and *Lao-tze* were his contemporaries, but it is doubtful if their proselytes are more numerous.

Confucius, of course, did not attempt to compete with these other gentlemen in the solution of the problems of the hereafter. It may be to his credit that he confined all his study to life on earth, and in trying to evolve the Golden Mean by which men could live peacefully and happily together. It is told of him how when asked by one of his disciples as to the nature of the world to be, he sensibly replied, "My good man, when I have solved all the difficulties of life on earth, I shall perhaps attempt to discuss those of life in Heaven, but not before." For this reason pure Confucianism perhaps cannot be termed a religion in the western sense, as it is principally a codification of the five relations of life, which Confucius called "those of ruler and minister, husband and wife, father and son, elder brother and younger brother, friend and friend." He based his teachings on the belief that man's natural sense of righteousness, if he would permit it to control his actions, would assure the tranquility of the world.

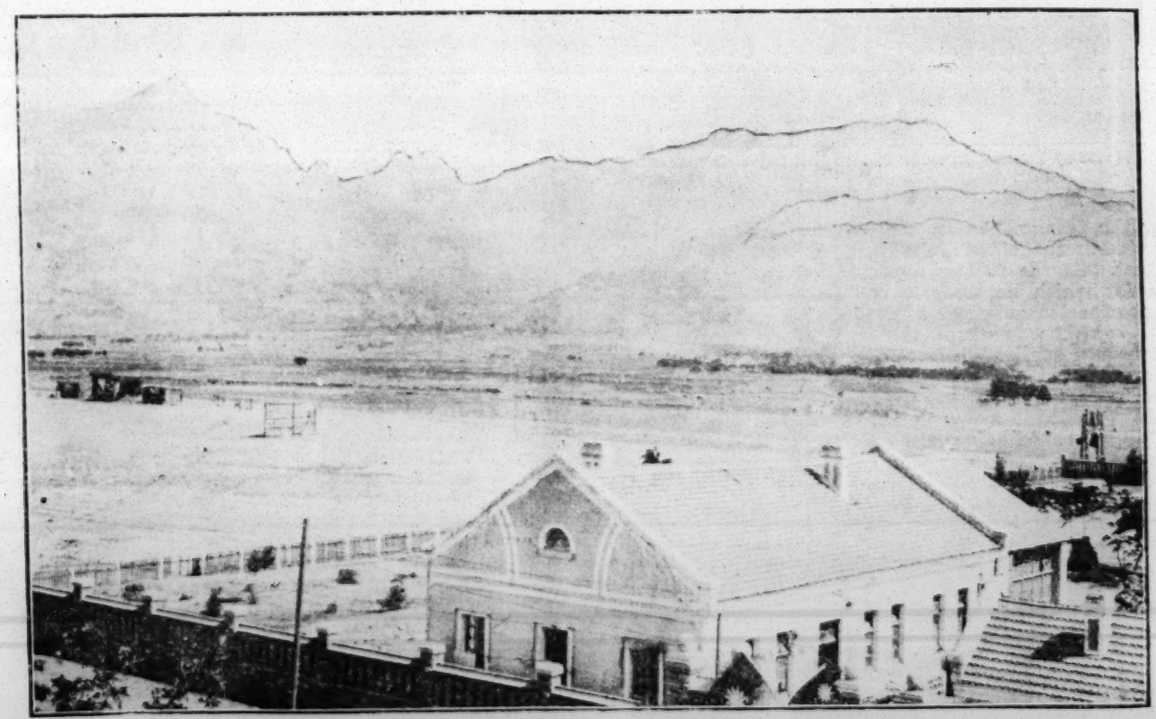
Confucius emphasized the importance of loyalty, filial piety, mutual respect, sincerity and observation of the law. It has been said that he was not an originator, in that his writings were merely summaries of records of the experiences of previous generations. Yet he analyzed them, selected the good from the evil, gave them meaning and form, and guided by a high sense of personal discernment, he so thoroughly and in such detail arranged for every contingency which could occur in the life of man, from his nascence to the grave, that the oldest civilized race in the world has been content to be guided by them for more than two milleniums.

But were those ethics correct?— well, that is another story. After all, this is a travel monologue. The reader is referred to any of the works of a number of commentators on Confucius; there are, of course, conflicting opinions. But without attempting to make this a brief for Confucianism, it is worth observing that because he did not slip into the common error of prophesying about a world of which he had no knowledge, it is more than probable that the wisdom of the Sage of Sages may continue to be respected by men long after the popular creeds of today have been discarded—outmoded by science's exposals of the fallacies on which they totter.

So do you rest beneath Confuciu's acacias while through the deep contentment of this shaded shrine you may enter a realm of wider thought. Look to the sky, through the lacy-leaved pattern of the tree-tops, and perhaps you may be amused with inventing a few endearing ethics for that world about which Confucius would make no predictions. You may as well enjoy yourself, for in a few minutes all patience with both the here and hereafter will systematically be shocked out of you as you return, via that terrible cavorting cart, to the raliway station, back on the main track of civilization.

The Eastern Peak of Heaven

Another 50 miles northward in Shantung brings you to the foot of the what probably is the oldest sacred mountain in the world, the immemorial rugged heights of *Tai Shan*, Eastern Peak of Heaven, which broods in the back-yard of the city of Taianfu. The itinerant from



Tai Shan, seen from the station platform at Taianfu. The tallest peak in the distance is the one which has been the objective of pilgrim Chinese for more than 3,000 years.

Shanghai to Peiping, though he may neglect all other spots along the historic course of the Tsinpu, usually stops for a day at Taianfu, to climb to the summit of old *Tai* and pay his respects to the omnipotent Green Jade Emperor, and the Mountain Princess, who rule from its heights. The trip can be made in a single day; about 3 to 4 hours are required for the ascent, and from2 to 3 hours for the return. At the station mountain chairs may be hired, their cost ranging from $3 to$4 per man—it requires three men for each of these "walking hammocks" —and even the most anemic can thus complete this pilgrimage without much difficulty. However, if one is of the sort who scorns this "mountain climbing de luxe," finding more thrill in self-propulsion, there is nothing to stop one from going it alone.

A splendid caravansery once existed here in the form of a Railway Hotel, built by the Germans, but it has suffered a fate similar to that which overtook the hostel at Chufou. There was better excuse for this, though. The Japanese having occupied Tsinanfu, the capital of Shantung, for almost a year, the National Government had to establish the provincial capital at this city, about 45 miles

Arch of Triumph, near the beginning of the long stone avenue that leads upward, for more than 5,000 feet, to the summit of eternity, Tai Shan.

below the former. Taian boasted few buildings suitable for government offices: the foreign hotel was perhaps the best. So the *tuchun* appropriated it for his use, a move for which he scarcely can be censored, since one cannot expect a governor to conduct his affairs from the street—which was about the only other comparatively empty space available. However, now that the Japanese have moved out of Tsinan, and the capital has been restored there, it is expected that the Taian Railway Hotel will be reopened in a few weeks. Doubtless this will have been accomplished before the reader sees this. If accommodations are to be had there, the traveler can rest all apprehensions, for the Railway Hotel is thoroughly modern and offers most of the facilities of good western hostels. In the event it is not open, there are a number of missionaries, both American and German, in Taian; they always manifest a truly Christian hospitality to the stranded wayfarer.

There is a walled town here, but the station is in a suburb, and unless you wish first to see some of the temples within the enclosure, it is not necessary to pass through it in your path to *Tai Shan*. For about a mile you proceed across a level plain, on which the houses gradually become more scattered, until you emerge definitely into a pastoral scene. Brown farmers till fields of vegetables, maize and wheat, laid out in garden-like patterns on both sides of the pathway. As you approach the foot of the long stairway that leads to the high zenith of *Tai*, it is interesting to contemplate the venerable story of this famous peak, and perhaps to seek an explanation for the greatness which men have assigned to it.

What is the reason for this "instinct to climb"—a whim seemingly shared by all men? Spurning the answer that Darwin might make, we offer another, and one probably nearer the truth. Is it not a vain desire to know the secret of the skies, a feeling that in reaching upward we come a little nearer infinity? A heaven beyond the clouds has been the superstition of all races. For ages tribes in the outlands of the world naturally have regarded as sacred those pinnacles that soared toward the longing of mankind. It was such a spirtual yearning that made the Greeks sanctify Olympus and build the Temple of Athena on the Acropolis at Athens and the same motive urged the Assyrians to build that Biblical folly, the Tower of Babel. Because Moses is said to have received the ten commandments on Mount Sainai they seem dearer and more authentic to us. Doubtless in murdering Christ the Israelites felt it was especially fitting that he should pay the penalty of blasphemy on Mount Calvary, at the foot of heaven. All the great heights of the world have had their toll of tribute. The American Indians worshipped what we know as Pike's Peak. In Hawaii the natives still believe that *Pele*, the fiery goddess of their religion dwells in the crater of the most impressive mountain in their atolls. And one thinks, of course, of Japan, where *Fuji San* has been sacred for longer than the very ancient history of the Land of the Rising Sun records.

The Saga of Tai Shan

Although it is not so well sung in the west, the saga of *Tai Shan* is probably older than any of those mentioned above. Credible history asserts that civilized men have worshipped here for more than 4000 years and there seems little reason to doubt that coincident with the earliest conception of diety, *Tai Shan* was immortalized in the primitive poetry of human beings.

In exploring China one is apt to be too much excited by the age of things. This applies particularly to Americans, because we come from a country whose oldest reminescence is modern when compared to the dusty recollections of the East. But before the long lighted glory of *Tai Shan* one cannot but bow down with awe and admiration.

Originally the peak was blessed in early mythological faiths of China, which gradually merged into *Taoism*.

But Buddhism, the ever-malleable, long since has become fused with it. Associated with *Taoism's* principle of the sacred five elements (wood, fire, metal, water and earth), are five sacred peaks, located in the five directions of China, the fifth being "the center." Tai Shan is the Eastern Peak and thus is regarded as most holy, since it is from this direction, according to Taoism, that all life springs eternal. It was not long after it pressed into Chi a that Buddhism also memorialized *Tai Shan*. Even Christianity subtly has recognized its power by building a sanctuary at its base and a missionary chapel on its sides—perhaps to lure a few Taoists, or backsliding Buddhists, from the thousands who climb the great mountain every year.

The tallest peak in the Kuenlin mountain range, old *Tai* looms for almost 6,000 feet into the sky, about six miles behind the city. From its zenith it is possible to see 50 miles away to the treacherous treacle of the Yellow River. The worthy Confucius is declared to have distinguished the fringe of the Pacific, two hundred miles across the province, as he knelt on *Tai's* sacred spires. Of this one must be skeptical; it is so easy to mistake the rim of a distant cloud bank for a seacoast when one is so elevated in the world. But Confucius was the infallible one and no orthodox follower of his would dream of suggesting that the Sage was fond of exaggeration. Rather he would prefer to believe that in those days the ocean was not so far away. And he may be right, for it is well known that the coastline of China has greatly altered during the past two thousand years.

But let up return to the mountain road, which to be quite accurate is not a road at all but a series of some six thousand five hundred wide and steep stone steps, and several hundred landings, which lead one up to the very breath-taking eminence of the Temple of Heaven. This stairway dependably has served millions of pilgrims since before the beginning of the Christian era. In size it is one of the greater of the older Chinese architectural achievements. One begins to calculate how far the steps would reach, if placed end to end, but abandons this speculation for the far more intriguing estimate of the number of trips one could make to the moon and back with the sum of all the human strides that have been taken up and down *Tai* since it first launched itself into the sky. Whereupon one forgets whether the moon is nine or ninety million miles away, and, just in time to avoid committing *hari kari*, sensibly concludes it is an item of no large importance anyway.

Ascending the Road to Heaven

Having followed the wall of Taian city for perhaps two *li*, you will have passed by the Chamber of the Princess of Colored Clouds, where the Spirit of the Mountain is supposed to visit. It is said she comes down here each morning and that if one steal into her sanctuary just before dawn she may be seen combing her long tresses of argent hair. But the espionage incurs its risk; if one is discovered the fey merely has to point her omnipotent lightning-tipped comb and one is promptly reduced to embers.

Beyond the Arch of Triumph, where the Road to Heaven begins, you may stop at the Spring of Cranes, behind which, in a dusty shrine, sits one of the most curious of all the wonders of *Tai*. It is the mummy of a Taoist priest who, it is alleged, so lost himself in contemplation of the world beyond that he did not die according to the recognized tradition, but simply imperceptibly faded from life, without having given any outward sign of demise. Everything about it, except the gilded face, appears quite realistic. It of course has shrivelled till it now is scarcely four feet high, which is not surprising, since it is alleged the heart ceased beating more than two centuries ago in this—body?—one does not quite know how to name "it." Having exhibited their specimen, (perhaps this is the better term), the priests are wont to grin—and extend the inevitable hand. One wonders if former incumbents did not hit upon this novel plan of capitalizing immortality of the flesh—and thus, perhaps, induce the "meditations" which produced so strange a result.

From a point just beyond the Spring of Cranes, one can see the Hall of Bright Vision of the Left, and a similar Shrine to the Right. These, we are told, the Chinese call the "eyes of the mountain." In days when all men believed in fairies, they were regarded as having special healing powers for impaired vision. Even now pilgrims come to the shrines, and leave their glasses to be blessed by the special sort of gods of optometry who prevail.

An Immortal Stairway

Not far from the Hall of Bright Vision of the Left is the shrine of *Lao-tse*, dedicated to the founder of *Taoism*, one of the most revered of China's sages. One here begins to discover that a journey up *Tai Shan* is a review of the record of China's immortals, for a few steps further on is the Temple of the Military Sage, *Kuan Ti*, whose cult is still very important (as evidenced by recent military frolics), and beyond, after going through the First Gate of Heaven, without being challenged by so much as a sentry of St. Peter, you pass under the Arch of Confucius. On nearly every accessible rock and cliff and on many that cause one to wonder what means were employed to reach them, are carved the names and deeds and sentiments of great men who have made the ascent of *Tai Shan*. Small shrines and temples and arches blossom endlessly. Here a celebrated general stopped his horse; there an emperor rested; yonder a poet dipped his brush and wrote his song of the mountain. This wealth of inscriptions floods the valleys, a living stream of thoughts; voices of remembered dead men.

You toil upward to the Red Gate Palace, and on through the Tower of the Goddess of Mercy and that of the Ten Thousand Fairies. Beyond this the path comes out on a high promontory near the monastery of the Mother of the Great Bear. Here some considerate soul has carved this caution on the cliff: "You are about to enjoy a magnificent spectacle; prepare yourself!" From this height Taian appears as an enchanted city, envisaged in an *Arabian Nights* setting, and the surrounding green-quilted farms might have been the magic carpet that had brought it there.

At the Monastery of the Mother of the Great Bear you may linger for a cup of tea, which the Buddhist nuns obliging will provide, amid much chattering, assumed to be properly pious. They may guide you into some of the corners of the *yamen*, which in the amorous breath of spring offer charming resusitation for the panting pilgrim. Indeed there is evidence that the less godly were wont to forget the spiritual motive that had brought them to *Tai*, after they had been comforted here by these tender sisters of self-sacrifice. Some years ago a number of the nuns were expelled from this temple of the "forty-eight-armed-goddess" because their sympathies with the weary traveler were suspected of having somewhat o'er-reached the obligations of hospitality. Less enterprisingly then, but none the less kindly, their successors continue to administer to the aches of the climbers.

A Glamorous Pathway

Continuing upward, one is enveloped by something of the glamour of the dream-names men have given to the temples and honored places strewn along the pathway. Consider them. Contemplate the imperial imagery of them. There is the Spring Where the Dragon Meditates, and Cloud Head Hill, over which soars the Temple of the Trinity of Heaven and Earth and the Waters. There is the Cave of the Veil of Spray, the Bridge Amidst Raging Torrents and, further on, the Bridge Where One Greets the Fairies. Near the Place Where the Steeds Recline is the Cave of the Shady Cypress, after which one attains the Pavilion of the Rustling Waters, the Heavenly Toll-gate, the Ridge Where the Horses Falter, and the Crag of the Fortunate Fairy. Finally, just before beginning the almost vertical ascent up the tortuous Twelve Continuous Flights which bring one to the Second Heavenly Gate, one encounters an insignificant looking structure which is known as the Pavilion of the Golden Star or the Palace of the Prince of Restoratives, a spot of special importance to the ailing.

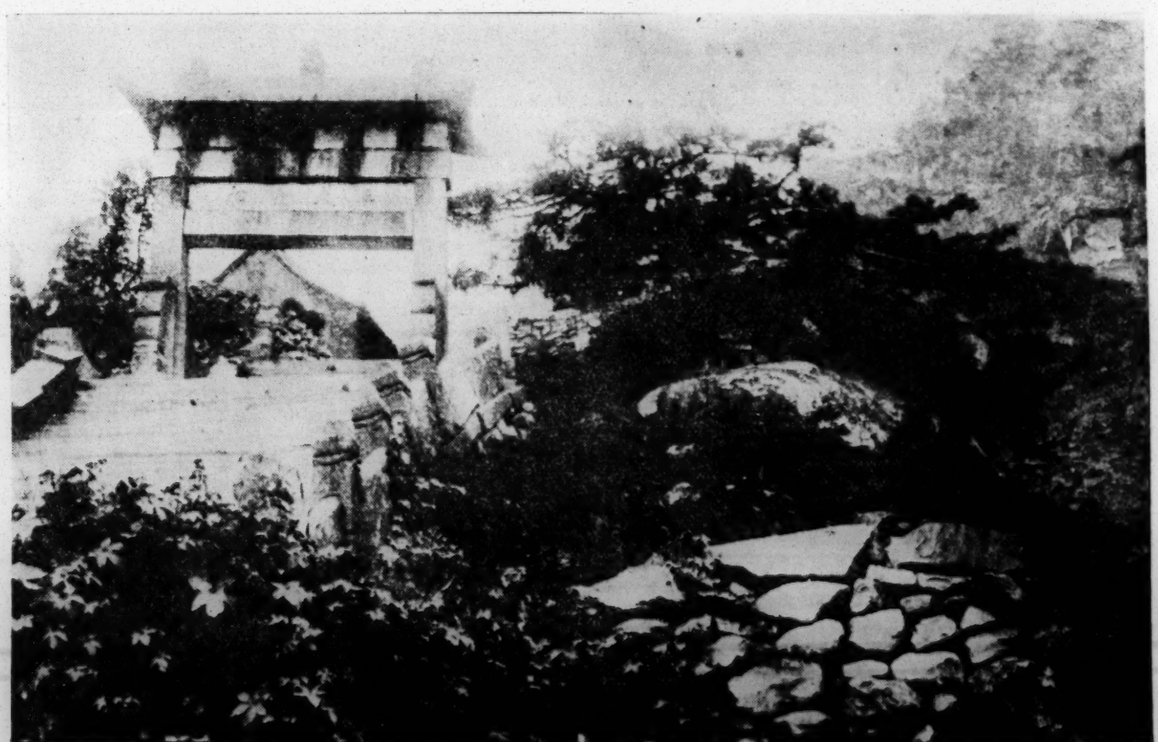
After about an hour's climbing you come out on the brief plateau that is called Half Way Point, where there is a tea house, providing you with a shelter under which to eat the mid-day meal you should have brought with you. A splendid view of the valley is afforded from here, and it is possible from one corner of the level to view the opening between the distant peaks—a narrow strip of sky—where one eventually passes through the South Gate of Heaven, and is actually on the top of *Tai*.

According to Chinese reckoning the Second Heavenly Gate, and the Half-Way House, are 24 *li* (about 8 miles), from the Arch of Triumph, at the beginning of the trail. Beyond are the 17 *li* that lead to the South Gate of Heaven, where serious climbing ends. But though the

total ascent is thus considered to be about 14 miles, Chinese estimate that the descent is only about 6 miles. This seems paradoxical until one considers there is a certain logic in it; for it requires less than half the effort and time to come down as it does to go up. In this particular instance the contrast may also hold a subtler significance, indicating the difficult path of the approach to holiness, compared with the ease of retreat. Actually there is a Temple of Hell at a minor hillock at the base of Tai, so this may not be entirely empty conjecture.

You follow the "pleasant three *li*" from the plateau till you reach the Bridge that Spans the Rainbows of which, if the weather favors you, there may be quite a display, caused by the sunlight dancing on the leaping waters of a streamlet that flows here. Fittingly enough, the whimsically named bridge is shortly followed by a Temple of Augmented Happiness, the only beauty of which, alas, is found in its title. Grovelling beggars clustering in its entrance do not appear to be enjoying the celestial bliss to which it is dedicated.

"Tower of the Ten Thousand Fairies," on the Road to Heaven, up Tai Shan, Sacred Eastern Peak.

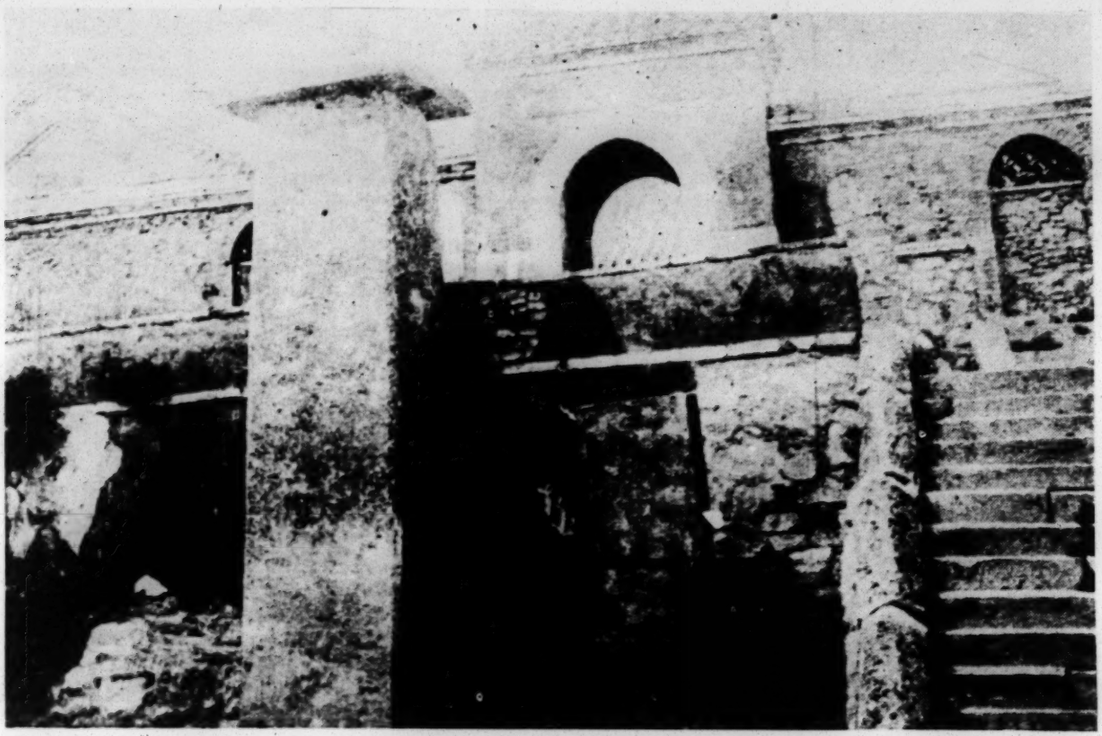


Where the Horses Turn Back, on the Road to Heaven. Here an emperor's favorite general was obliged to dismount and continue his pilgrimmage on foot to do homage to the venerable elder mountain.

The trail here becomes steeper, preparing you for the final ascent that stretches upward from the Dragon Gate. At the latter point the chair bearers usually halt for a rest, as it is operose business from here on. Curiously, the members of this particular transportation guild are nearly all Mohammedans—sons of Fatima spending their lives toiling up and down the slopes of a mountain sacred to "the unbelievers." Several families of Moslems have held a monopoly on the mountain-chair "racket" for many centuries. They live in a small community outside the city wall, and the rules of their guild are very strict. There is said to be a promise of some horrible punishment for anyone who lets a passenger drop—at any rate, nobody ever has heard of one of them stumbling, or of an accident occuring.

Into the City of Heaven

The appropriately called Sudden Eighteen Flights which lead upward from this point are composed of nearly five hundred steps, and by them one reaches the true



Journey's End, at the Throne of Heaven. Exterior of the Temple of the Green Jade Emperor. In the foreground is the Tablet without Inscription, which is said to have been here for more than 2,000 years. On it appears but one small character, Ti, the Chinese word for God.

"Altar of Lonely Beauty." The highest pinnacle of the Taoists' Sacred Eastern Peak—Tai Shan. . . "time and space are forgotten and little of meaning remains Lothing *perhaps, but the naked rhythm of life, the deathless winds, the wings of eternity."*

On such a chair as this you climb the 6500 steps of Tai Shan, or the some 1500 up Thousand Buddha Hill in Tsinan. Unless, to assert your independence, you walk it, much to the disgust of the carrier coolies, who are thus robbed out of a fare.

pearly gate at last. This is the most trying part of the climb. High above you can be seen the Southern Gate of Heaven. It is at the end of a long cave-like passage—the tail of the Dragon, according to Chinese mythology. Curling gracefully skyward, the eaves of the higher roof of the Heavenly Gate seem almost to melt into the heavens so steep is the rise, and so effective is the perspective arranged by the canyon approach. Above it, familiar with the clouds, is the Tower that Borders Upon Emptiness.

Inside the "City of Heaven" at last, you continue along a pathway that leads you past stone and straw huts, sturdily built into the sides of Flying Dragon Cliff. In these dwell the Buddhist and Taoist cenobites who care for the needs of the gods up here. The traveller who wishes to spend the night on the mountain, and see the famous sight of "the awakening of the sun", can find a berth in one of the huts and, provided he has brought along his own bed clothing, can sleep in comparative comfort.

The three main temples on the Eastern Peak are dedicated to Confucius, to the Princess of Colored Clouds, and to the Green Jade Emperor, *Yu Ti Kuan*. There are many subsidiary temples and shrines, and ancient altars of sacrifice, but these form the triumvirate objective of most of those pilgrims fortunate enough to attain the crest of *Tai*.

Least pretentious is the Temple of the Literary Sage. Its simplicity is surprisisg, almost severe. It is only a small stone building, nearly empty of decoration. Within is an image of Confucius, surrounded by likenesses of his four distinguished expositors: *Mencius, Yen Hui, Tsengtse* and *Tse-ssu*. There also are five spirit tables, such as those found in shrines dedicated to *Kung-tse* in other parts of the country. Confucius' temple and worship of him in connection with *Tai Shan* are of comparatively recent origin. Not till the sixteenth century was he honored with a memorial here. The images appeared in 1770, when the scholarly Emperor *Chien-lung*, a great admirer of the Sage, ordered them to be erected, and a new temple built. Confucius has never received ceremonials here as regularly as they have been accorded to the Jade Emperor and the Princess. But the prestige of the *Tai Shan* temple, erected on the spot where he is supposed to have "looked down and felt the smallness of the world below", steadily has been enchanced. His position reached its climax during the Manchu regime, when he was elevated to the first rank of dieties of official worship, becoming equal to the Lord of Heaven and Earth, the ancestral gods of the Ching family, and the God of the Soil. His being made a subject for popular idolatry is rather a strange development, and something quite apart from the reverence with which he is regarded by those sufficiently intelligent to grasp the meaning of his life's work. One feels that this individual, of so supremely cultured a cast, would have forwned upon these hysterics in his honor. But China has a passion for diefying its national heroes as have most other countries.

Palace of the Princess of Colored Clouds

At the eastern row of priestly dwellings that front on Heavenly Street is the Palace of the Princess of Colored Clouds. Here the Spirit of the Mountain resides in the best patronized, the most ornate and the wealthiest temple of *Tai Shan*. Impressive and awe-inspiring it is, appearing against the silver-rimmed clouds in this high white world. The Drum Tower and Bell Tower, rising from the two ends of the building, thrust into the heavens and gain in height and magnificence from the illusion created by the total absence of all earthly background. Passing through the gate, a tunnel-like aperture, one enters the Pavilion of Gold, with its even rows of yellow tiling glittering upon the sagging roofs. Beyond, in an adjoining shrine, is the Princess, ensconced in all her awful immortality. From a distance, the length of the hall, she can be viewed. One is required to stand on tip-toe and gaze through barred doors. The image somewhat resembles in form and feature an autocratic Chinese mother-in-law. Seated upon a red throne, she holds the symbolic sceptre of power in her hands, is clothed in silks—a bit the worse for exposure—and on her head she wears a tasselled tiara. The creator of this image has managed to give its gilded face an unearthly expression, and the rustling of old papers and dead leaves behind the latticed doors might easily deceive one. Is this not the thin mystic voice of the celestial cherubs which doubtless circulate within the chamber?

In the summer-time, an average of two million pilgrims climb this mountain. To the Princess goddess they bring many and varied gifts, which they attempt to throw through the grill-work in front of the image. If they succeed, it is a sign of good luck; failing, it is an ill omen and indicates the goddess is wrathful with them. However, few offerings are rejected—the attendant priest make certain of that. The gifts usually are trifles—cakes and candies, dolls, sweet meats, etc. But in addition the pilgrims nearly always toss in a handful of coppers, which, of course, are quite acceptable, regardless of how iniquitous may be the bestower.

The cult of the Princess of Colored Clouds can be traced back to 1008, when it was announced to the reigning Emperior *Chen Tsung* that an image of a goddess had been discovered at the bottom of Jade Maiden's Well, outside the wall of the present temple. The emperor appears to have been a superstitious fellow, for in the same year he accepted as authentic from some Taoist priests two Books of Gold alleged to have fallen from heaven. He was so impressed with the discovery of the image that he had a replica carved in real jade, and built a temple for it beside the well. In succeeding dynasties the temple was improved and enlarged, till gradually the idea of the Princess of Colored Clouds was evolved, symbolizing the fairy goddess who waves her wand among the painted pillows of the sky. The statue rescued from the well is declared by Chinese historians to have been made about 100 B. C. There is good reason to believe that many hundred years before that, people believed the peak was inhabited by one of the daughters of the Legendary Yellow Emperor. They worshipped her as a Jade Princess who had been metamorphosed into a fairy.

Lord of the United Heavens

Moving higher up into the clouds, you come at last to the final ridge, the most distant outpost of man, and the frontier of the gods. This is the chamber of the Lord of Lords and the Ruler of Heaven, the Taoist Jade Emperor.

You come first upon the Stones That Dropped From Heaven, enshrined in the middle of the courtyard. Directly behind them sits the little Jade Emperor, and beside him, ranged in accordance to their importance in the Taoist court of heaven, are attendants. In his hands the Emperor holds the golden scepter of power. Flowing robes billow over his feet. A waffle-like headdress, reminescent of what one wears at college commencement exercises, inadequately adorns the brow of his Celestial Highness. From all sides of this "hat", hang strings of scarlet and emerald and azure beads. Beneath the front row of them spreads a moustache ,of long black hair which agitates impressively, due to the high wind that is ever present on this summit. Do not cut your initials in the statue—if you be that sort of person—to learn whether it is real jade. It isn't—it's highly lacquered wood. This discovery may rob the temple and its presiding *Zeus* of much of their glamour, for while it is possible to believe anything about an image of jade, one's credulity falters at granting immortality to a mere wooden statue. When you recall who the *Taoist* Emperor really was, your enthusiasm may ebb very deplorably.

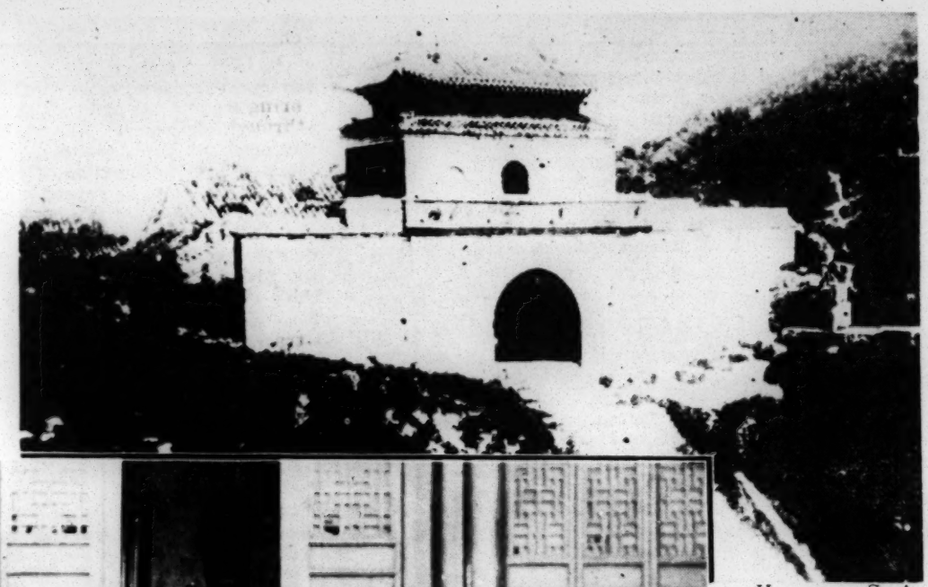
In the twelfth century at the Court of *Sung* there lived a certain learned doctor who effected what was proclaimed to be a miraculous cure for a serious illness of the Emperor *Hui Tsung*. Upon the latter's death he was apotheosized by royal decree and given the title of Jade King, in substitution for the lowly

name of Chang which he shared with several millions of his countrymen. He became known as the preserver of life and finally was elevated by *Taoist* zealots to the throne of the supreme Lord of the United Heavens. Such is the evolution of a god.

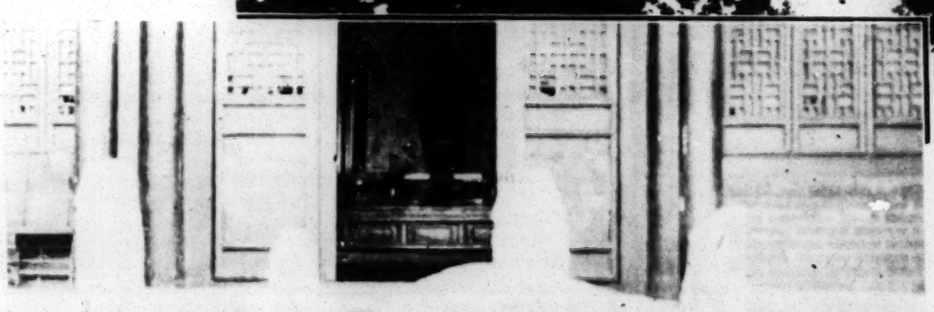
Pillar of God

On the side of one of the terraces outside the Emperor's temple is a stone monolith, called the Tablet Without Inscription. More than fifteen feet high and four feet wide, it tapers gently toward its crest and reminds one of that absurdity in Central Park of New York, Cleopatra's Needle. Historians agree that it has been here for more than two milleniums. An emperor in the second or third century before Christ probably had it carried up the side of the mountain and used it in his sacrificies to the gods of long ago. Yet it still retains a mystery that has puzzled pilgrims and scholars alike, for hundreds of years. On it there appears but one small character, the Chinese word *Ti*, or God, which is engraved on one of the lower corners. Some believe that beneath it is buried a treasure of jade, similar to that which was found, in the form of prayer tablets, on another part of the mountain. Once a mandarin, legend tells, attempted to move the pillar, but the gods interfered by sweeping the mountain with a terrible gale, whereupon all the workmen fled in terror. Since then no one has ventured investigations.

Probably it was on this spot that the ancient Emperor *Shun*, who ruled in the Golden Age of China, 4300 years ago, burnt his offerings. Here it was that even the slaughtering and ruthless *Chin*, who built the Great Wall at the sacrifice of millions of lives, came to make harmony with the one power he understood was beyond his subjection. At least as early as the twentieth century Before Christ, worship at *Tai Shan* had become an established rite followed by all emperors. In 1122 B.C. great minis-



Southern Gate of Heaven, at the end of the Sudden Eighteen Flights, that lead to the crest of Tai Shan, sacred for twice as long as the memory of Confucius.



Heaven - Sent Stones, which mark the most remote spot on the sacred peak. These are alleged to have dropped from Heaven as a symbol that the gods had chosen this mountain as a fitting residence for the Chinese pantheon.

Spring of Cranes, on the stone avenue leading to Tai's summit. Behind the spring, in a dusty shrine, sits the mummy of a Taoist priest, who is said to have been so saintly that when he died, his body remained intact, and is today, after 200 years, in a fair state of preservation.

ters of the *Chou* Dynasty climbed *Tai Shan* to sacrifice, with "appropriate music", precious stones, and the blood of oxen and lamb, asking for the intercession of heaven to assure the longevity of their sovereign. Down through the ages they have some to *Tai Shan*. Emperors, generals, scholars, poets, philosophers—almost without exception—have humbled themselves at this mighty peak. But not only the great have been lured by it. For centuries this has been the *Kaaba*, this the Jerusalem, to which every gods-loving Chinese has aspired. Long before the followers of Islam had begun to face Mecca when they prayed, civilized men of Cathay turned their eyes eastward, toward old *Tai*, when they knelt down to express their inarticulate soul cry for the illimitable. Here, where the stars are nearer, here, on this altar of lonely beauty, immortal memories awake; time is washed away and little of meaning remains. Nothing, perhaps, but the naked rhythm of life, the deathless winds, the wings of eternity.

Going down from this airy place you cannot fail to have been impressed with the world-lasting magnetism of it. It may be true, as some say, that the trouble with China is that the gods are deserting their temples. Certainly they are being treated with diminishing hospitality in all parts. But if the day comes when all the gods are banished to some faraway *Antan*, such as Cabell has fancied, one feels that the adoration of *Tai Shan* in some form will survive. For temples may crumble and the gods depart, but because it is the time-honored manifestation of something beyond mere idolatry, of a credo that lurks within the shuttered shrine of every soul, *Tai Shan* will be sacred until dreams are dead and there is a sad surety in the hearts of all men.

Speeding on to Tsinanfu

Between Taianfu and Tsinanfu the Tientsin-Pukow line penetrates some of the most interesting country, topographically, that is to be seen in China. Great battlemented cliffs face one along the route; queer, castle-rock formations, with steppes of loess graduated down their sides. The region is one of magnificent mountain scenery for some distance—but since these peaks are mostly granite in composition, there is a sparsity of vegetation. Other days have seen the lowlands dappled with numerous trees, but nearly all of them have been cut down and used by the farmers, during seasons when crops were poor, and times were hard. Reforestation effort is nowhere so sorely needed as here. However, there is a kind of stark grandeur, a bleak dignity to it. It gives one an expansive feeling, the sensation of being in a country where figures of distance and space have little meaning. Many travellers have said that only in America's Grand Canyon or Royal Gorge is there a similar sensation of magnitude. On the slopes of some of the lower hills terraced fields of wheat and occasional patches of rice give the appearance of being garden stairways that might lead to some valley of Hashish, hidden between the grim summits.

At Tainianfu, Yenchowfu and Hsuchowfu scores of hucksters, vending water-melon seeds, steamed rolls, sliced cucumber and various other delicacies, crowd the retaining fence beyond the station plaforms and cry out their wares.

Entering Tsinanfu

About two hours after Taianfu has been left behind, the fringes of Tsinanfu become visible—easily identified by numerous factory spires, and workmen's huts, built in clusters in suburbs of the town. Before entering the business part of the city, the train passes by *Ta Huar Su*, the Tsinpu's principal machine shops, which give employment to about 5,000 men. The yards here until recently were patrolled by the Japanese, a situation which provoked international indignation, since for a number of months it caused work to be suspended. Hundreds of freight cars and locomotives lay idle and in a state of disrepair and the Chinese were forced to follow a "hands off" policy, due to the Japanese occupation of this city. During the period the Nipponese held control here, blocking traffic on the Tsinpu, it is estimated that the line lost an average of $50,000 a day on freight and passenger revenues. Fortunately differences between China and Japan now have been settled, there are some who believe, permanently. Ostensibly everybody is happy.

The Tsinanfu station is the finest on the whole line, comparing favorably in appearance with any other railway depot in the country. Immediately one enters here, he becomes convinced that this is the liveliest of the towns he has seen. This belief is further substantiated when he passes through the gate and at once becomes the prey of a score of solicitors for hotels, smartly uniformed men who press upon one their extravagantly worded advertising literature. But you need not go hostel-hunting, nor put faith in any of the claims of these advance agents, for close by the station is the Railway Hotel, which operates "foreign fashion", offering good beds and excellent "chow", both Occidental and Oriental. The rates are from $7 per day up, including everything but largesse.

If the Railway Hotel has out the "S.R.O." sign, a condition which frequently occurs, since it draws patrons from both the Tsinpu and the Kiao-Tsi lines, the visitor is recommended to a German inn of long standing reputation here, operated under the name of Stein's Hotel. Besides serving the best beer north of Batavia, Mr. Schad, the proprietor, conducts an establishment such as one dreams of someday vacationing in, somewhere in a white village south of Berlin. With true German efficiency, he operates his own dairy, butcher shop and tannery, thus making the same beast serve a triple purpose, before he finally bids it farewell.

Located at the junction of the two major railways in Shantung—the Tsingtao (Kiaochow)-Tsinan, commonly called the Kiao-Tsi, and the Tsinpu—Tsinanfu is the busiest city between Nanking and Tientsin. Neither of the latter cities, indeed, give such a definitely flourishing impression. People have commented that this is because all the business of Tsinanfu is conducted in the streets, but the numerous large modern bank, factory and office buildings contradict that, though in general it is true that nowhere can such unending streams of heterogenous traffic be seen. Tsinan (to drop the superfluous "fu") has been called the "wheelbarrow city" and five minutes stopover will demonstrate to anyone that the term is apt. Eyes are unnecessary. All that one needs to do is listen. From dawn till sunest there is a ceaseless squeaking, squeaking, as barrow wheels protest under incredibly enormous loads. The barows are of all sizes, and infinite variety. There is the passenger model, the numerous freight carriers, and those that are used by pedlars and hucksters, as well as the "light express" which serves as delivery buss for retail stores. Yet the barrows have no monopoly of the roads. While their strength is legion, more and more frequently, nowadays, they turn aside for the increasingly popular motor car and motor truck.

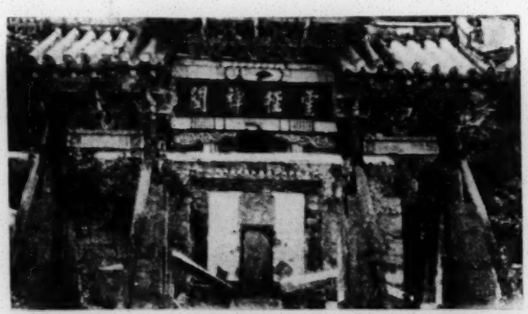
Streets are wide and clean in the commercial suburb of Shangpu, where the traveller alights. This district, which now contains most of the important Chinese, as well as foreign stores, is a comparatively recent development, having been opened voluntarily to foreign trade in 1906. Most of the important American, British, German and Japanese firms have branch offices here, and during normal times, do an important business. It contains all the foreign consulates, the post-office and hotels, and, though less historic, is much more attractive as a residential choice than the walled city.

The Tsinan station plaform of the Tientsin-Pukow Railway.

The latter, however, will be of most interest to the journeyer, for it holds the more absorbing sights. *Pu Tu Chuan*, or Tiger Spring, a famous bubbling well located in the center of the city market place, is only about a ten minutes ricksha ride from the station. Equally as curious as the triple-spring itself is the scene around it, which is of bazaar trading at its most prosperous. An exciting spectacle—novel and vivid to the color-seeking stranger in the Orient.

Exquisite Ta Ming Ho

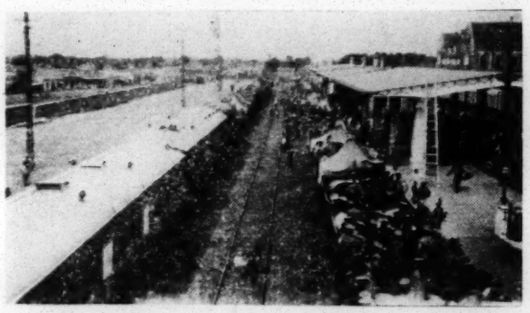
Most celebrated of the excursions in and around the city is a barging trip on *Ta Ming Ho*. The lake runs inside the path of the northern wall, winding between wide areas of reeds, and small islets, on which are erected several famous temples, most impressive of which is *Pei Chi Miao*. Here one at last can escape from the whining of the wheelbarrows, and also from the dust for which Tsinan is notorious. You see Chinese laundrywomen rhythmically working at the edges of the lake, energetically applying their drubbings with a primitive flat club. One electric washing machine could do the work accomplished by a dozen of them in a twelve hour day—but one wonders if it could rival the immaculate results these patient women obtain, though it undoubtedly would be a less strenuous experience for the clothes.



Streets in Shangpu, suburb of Tsinan, are wide and well-paved. This photo is of one of the principal throughfares.

At one end of the lake is a library and public school, housed in buildings of modern, unattractive western design. Uniformed lads may be seen on the grounds, entertaining themselves by what currently seems to be the favorite outdoor sport of all Tsinan youth—bugle-blowing. An endearing fad, really. Doubtless the recently departed Japanese soldiers, who so loved this inspiring instrument, are responsible for its wide-spread popularity. It was their wont, these military gentlemen, to hold frequent parades in the city—the Japanese fondness for these exhibitions is almost as comical as it is with the Rotarians in America. To get more than six Japanese soldiers together without having at least one parade, and one bugler, is quite unheard-of. Hence it was not an unusual sight in Tsinan to see scattered groups of khaki-clad "defenders of the special rights of Japan in China" parading in different parts of the city, invariably marching to the clarion blast of the bugle. Whether they were five or fifty, whether they were bent on tearing down some anti-Japanese posters, or merely out for a breath of air—the golden trumpet led them. Characteristic of all things attempted by the Nipponese soldiers, their bugling performances were very well done. It is only to be regretted that they did not leave someone to tutor the less proficient artists of Tsinan.

To the muscle-bound individual who mounted *Tai Shan*, the local climbing trip here, up the sides of *Chien-fo-shan, or* "Thousand Buddha Hill" may not have much appeal. But it is none so rigorous as the Taian experience, and although mountain chairs are available, at the end of a ricksha ride which brings you to within a mile of the top, you will prefer to hike it, as it can be done easily, and with little effort, in twenty minutes. The summit is chiefly noted for an ancient monastery, supposedly built about 1400 years ago, during the *Sui* Dynasty. But the temples here, after Tai Shan and Chufou, will be a disillusionment, and the traveler will find little of real interest. The view of course, is beautiful from this height. But as the man who climbed the Statue of Liberty (only to be told "how pretty it is down there") questioned, "If it's so nice down there, why bring me away up here?"



"The Second Gate," on the approach to Thousand Buddha Hill, one of the sights on the outskirts of Tsinan.

A Notable Missionary School

On the plain below *Chien-fo-shan*, close to the city wall, is the campus of the Shantung Christian University, one of the most picturesque in China. It is a cooperative undertaking of several foreign missions, and an institution of high standing, being fully accredited at most of the leading American and European universities. It offers an ambitious college curriculum, including schools of medicine, science and arts. Originally opened as an experiment, it has proved feasible and is now the model for similar educational undertakings in the Far East. Student attendance numbers from 300 to 400. The faculty is of English, American and Chinese nationalities. An interesting extension of the University's program is the maintenance of a large Museum, orginally begun by the English Baptist Mission, located within the city. It is the most elaborate of its kind in China, containing graphically contrasting exhibits of nearly every conceivable phase of life in the Orient and the Occident. It is free—and hence popular. But this is a naive plan for popular education. So simply does it make its points, that both the diseased coolie, and unsuccessful merchant, can here find remedies for their widely varying troubles. An entire morning profitably can be spent in exploring the many corners of this curious exhibit.

Among other influences of "uplift" in Tsiñan are some middle schools operated by the American Presbyterian Mission, which also maintains a school for women evangelical workers, and a hospital. The English Baptist Mission has a soldiers' institute and the American Southern Baptists have several educational undertakings. The Young Mens' Christian Association has an active organization here, and there is also an embryonic Y. W. C. A. In Shangpu there are a number of hospitals—Chinese, Japanese, and one German. The Japanese Hospital is per-

haps best equipped; its efforts are to middle Shantung what the Peking Union Medical Institute is to the north. Since it at present has not reached its full capacity of usefulness (generally there are many vacant rooms in the big hospital), there are some who are uncharitable enough to assign ulterior motives to the altruists who built it, pointing out that they undoubtedly were exercising a bit of the famous Japanese prospicience toward the day when Tsinan would be under the Rising Sun. However, at such an unkind suggestion, the local Japanese flag-wavers inhale with deep perturbation, so we assume that the assertion is quite without foundation.

Before leaving Tsinan, the figures of her trade are formidable enough to demand inspection. Being located, as already mentioned, at the confluence of the Kiao-Tsi and Tsinpu Railways and thus drawing major traffic from the sea, via Tsingtau, and from the Yangtse Valley, via Pukow, much freight also comes into it from the Yellow River, which flows nearby, and into which the Grand Canal empties not many miles to the southwest. During the last normal business year, the total value of exports and imports amounted to more than Taels 40,000,000, the balance of trade being heavily in favor of imports.

Near the station, at Tientsin, may be seen this splendid building which houses the administrative departments of the Tientsin-Pukow Railway.

The chief articles of import are cotton yarn, brown sugar, kerosene, matches, soap, cigarettes and toilet articles, while those of export are mainly peanuts, straw braid, raw cotton, tallow, ox-hides, furs and furniture. Principal industries of the city are a beet sugar mill, a cotton mill, rice mill, several hair net factories, a paper mill, furniture factories and a number of "jewel factories", where are made artificial gems that are highly prized throughout China.

With thoughts of Tsinan the traveler will always connect the Yellow River Bridge, which the train crosses about five miles north of the city, near the suburb of Lokow. Built by German engineers it was completed in 1912, at a total cost of $5,000,000. Its overall length is 4,116 feet and it is said to be the most difficult piece of engineering in the Far East. The world was shocked to hear of its partial destruction last spring, when the retreating forces of the bandit-*tupan*, Chang Chung-chang, blew up a section of it in order to delay the pursuit of the Nationalist soldiers, who were uncomfortably close behind them. After a prolonged wait, caused by the Japanese occupation of the Tsinan area, Chinese engineers have now begun the permanent reconstruction, trains at present passing over a temporary understructure supporting the damaged spans.

After Tsinan, the conscientious sight-seer may with easy impunity relax, for there is little of interest during the remainder of the trip from here to Tientsin. One thing only is noticeable as you enter the province of Chihli and draw nearer the old capital. With an almost depressing consistency, the grave mounds increase in numbers till at times one wonders where the people find sufficient land to till their crops. On the lower part of the line the landscape is never without these mole-hills, but they are to a degree scattered, so that one eventually ceases to notice them. They become staples, like the wheelbarrows and the nude infants. But here they no longer can be forgotten, for they are the major marks on the horizon. Ultimately this part of the route becomes an extended trip through an all-absorbing, unbelivably enormous graveyard. One decides that the grave-mound population of this district must exceed the living by about ten to one. What a busy lot of mourners those still unburied must be!

The ubiquitous graves stay with one till the train enters the outskirts of Tientsin, where at last they give way to factory buildings and mud huts, near the yards of the East Station of the Tsinpu. There are three first class stations in the city—the two others being the Tientsin Central and the Tientsin East. To the last depots the train proceeds over the tracks of the Peiping-Mukden Line, which have their branch terminal in this city. While the average western visitor will not find much of interest in Tientsin, since it is essentially a foreign city, a day or two profitably can be spent here in visiting the concessions and the several notable temples and gardens in the Chinese city.

"Serene" Tientsin

As everyone knows, Tientsin is the second largest port in China, and its commerce has been developed largely by the British, Germans, Japanese and Americans. Except for the the terrific dust storms, which make it an unpleasant place to live during certain weeks in the spring and autumn, it is probably the cleanest and most tranquil port city in Asia. Serene, it might be called; Serene Tientsin. Exerybody, even the ricksha coolies, seems to believe in existing on a mild tempo and to be perpetually observing an unseen warning of "Hospital—Quiet." There are handsome wide avenues, lined with dignified old elms and acacias any cypress and balsaam. Somewhere there is a classer feeling of harmony and a happier understanding between how one quickly gets the impression that foreign residents and Chinese. (Perhaps this is because even the average Englishman who lives in Tientsin for any length of time learns to speak the language of China.) No flamboyant anti-imperialism posters decorate the walls of the shops; no "oust the foreigners" slogans receive much consideration. Yes, Tientsin seems to be a peaceful city.

This is all the more remarkable when one remembers that in the past it has been the scene of some of the bitterest fighting between the Chinese and "the invaders." Notable among these conflicts was the Siege of Tientsin, which occured during the Boxer Rebellion, in 1900. At that time allied forces clashed with Imperial troops at this city, and finally defeated them and drove them back to the capital, which they savagely sacked "to administer a lesson" to the old Dowager Empress. Several thousand foreign soldiers were landed here and for a time it was turned into an armed camp of British, American, French and Italian trops.

It is not the purpose of this article to provide a extensive picture of the historical background and the present industrial and commercial life of Tientsin, an assignment that cannot adequently be touched in a superficial paragraph or two. Let the interested folk confer with the China Travel Bureau, The American Express Company, Cooks' Tour, or query the information clerks at the various modern foreign hotels, or refer to any of the numerous "Guides to Tientsin", which will quickly supply them with latest details concerning points of interest,

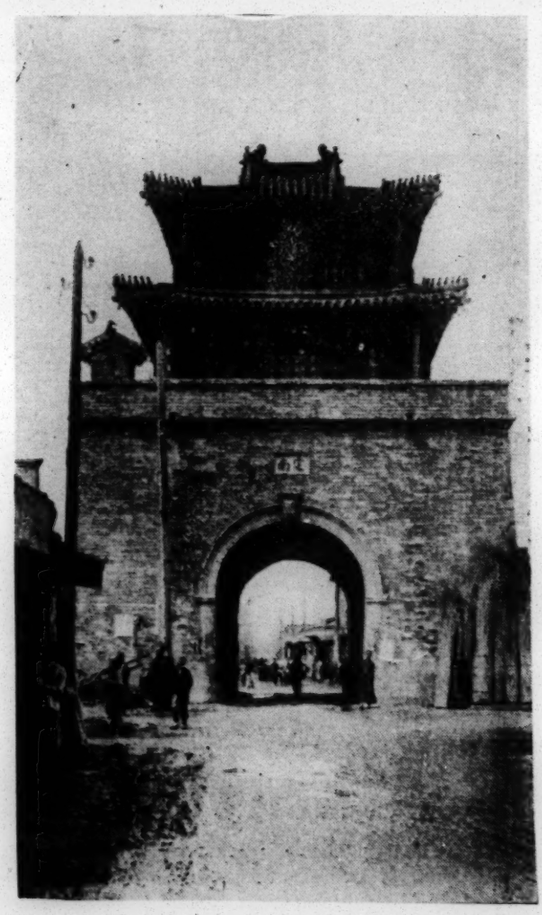
and pertinent facts of the many-sided life of this quietly prosperous old city. The Astor House, The Imperial Hotel, The Court and the Hotel Moderne, to mention but a few, are establishments that offer wholly modern accommodations and an excellent cuisine. There are also numerous Chinese and Japanese hotels, less expensive than these, where clean, comfortable quarters and good food may be obtained. Of them, the *Kuo Min Fan Tien*, or the National Grand Hotel, is especially to be recommended.

The dome is Russian. It surmounts the Czarist monument at Tientsin, in memory of the royalist soldiers killed in the Boxer war.

But the tourist will be wise not to spend too much time in Tientsin, for, after all, it is merely a city of hybrid composition, a fusion of the virtues and vices of a dozen Occidental countries in which the Oriental fugue is regrettably minimized. And now, with Peiping only a two hours' journey further on, one can well turn one's back on this conventional and precise area of foreign dominance and hasten over the last stretch of plain that leads to a golden promise within the gates of the Forbidden City.

While proceeding through this final territory that rolls up to the battlemented sides of the Great Tartar Wall of Peiping, it is interesting briefly to consider the history of the Tientsin-Pukow Railway, which has made possible this trip through the Land of Confucius.

The line was first suggested in 1897, by a Chinese name Yung Wing, who attempted to induce American capital to finance the project at that date. Had it not been for interference of the Spanish-American War and the resultant depression it caused in the New York money market, it is probable that Yung's scheme would have gone through and the railway would have extended, as he advocated, from Tientsin, to Chinkiang, a Yangtse port city about 42 miles from Nanking. Shortly after Yung returned the license which the Government had granted him, the project was incorporated under the Chinese Government Railways, and arrangements were made for the introduction of British and German capital. An agreement was made between the latter, in which it was stipulated that the Germans were to build the northern section, between Tientsin and the Grand Canal (at Han-chuang), a distance of 389.72 miles, while the British were to built the southern section, a distance of 238.66 miles, down to Pukow, across the river from Nanking. However, the Boxer Rebellion further delayed the actual incipience of construction work, and it was not till June, 1908, that the Germans began building, and, about six months afterward, that the British portion was undertaken. The whole line, with its branches, was opened on December 1, 1912.



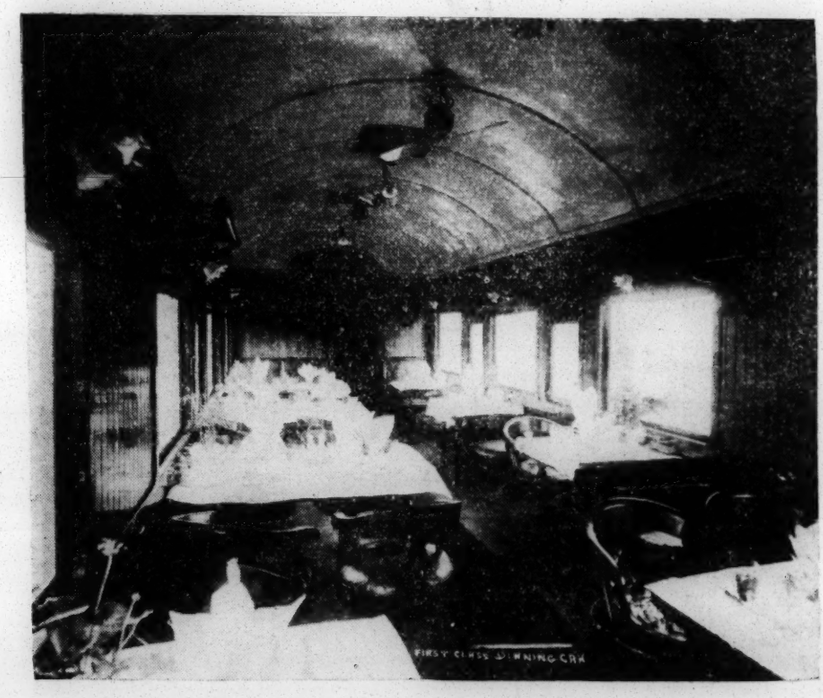
Imposing Drum Tower in the native city. Tientsin.

Initial capital investment was £9,800,000, its source being from the Chinese Central Railways, Ltd., London, and the Deutsche Asiatic Bank, Shanghai. This amount covered the cost of the road and first equipment, which is supposed to have been approximately 100,000,000 Mexican dollars. Because of the more expensive stations, workshops and branch terminals, the Germans built their portion of the line at a cost of about £14,000 per mile, while the British, more economical, finished their end at a £10,600 milage expense. The main line covers exactly 627.06 miles, and with its four short branches, the Tsinpu's tracks extend for 687.56 miles.

Bearing much of the passenger and freight between Shanghai and Peiping, as well as drawing much of the Manchurian traffic, via the Peiping-Mukden Line, and the far western shipments coming in from the Peiping-Suiyuan Railway, the Tsinpu, when operating during normal times, always has been a highly profitable enterprise. The record of revenues during the year 1924, when conditions were undisturbed, probably best represents the earning capacity of the line. In that year total receipts were $19,226,756.09, while expenditures were only $9,789,454.48. This amount was collected from a passenger traffic of 4,104,738 and a freight cargo haul of 2,755,013 tons, there being only a slight difference in the revenues furnished by each.

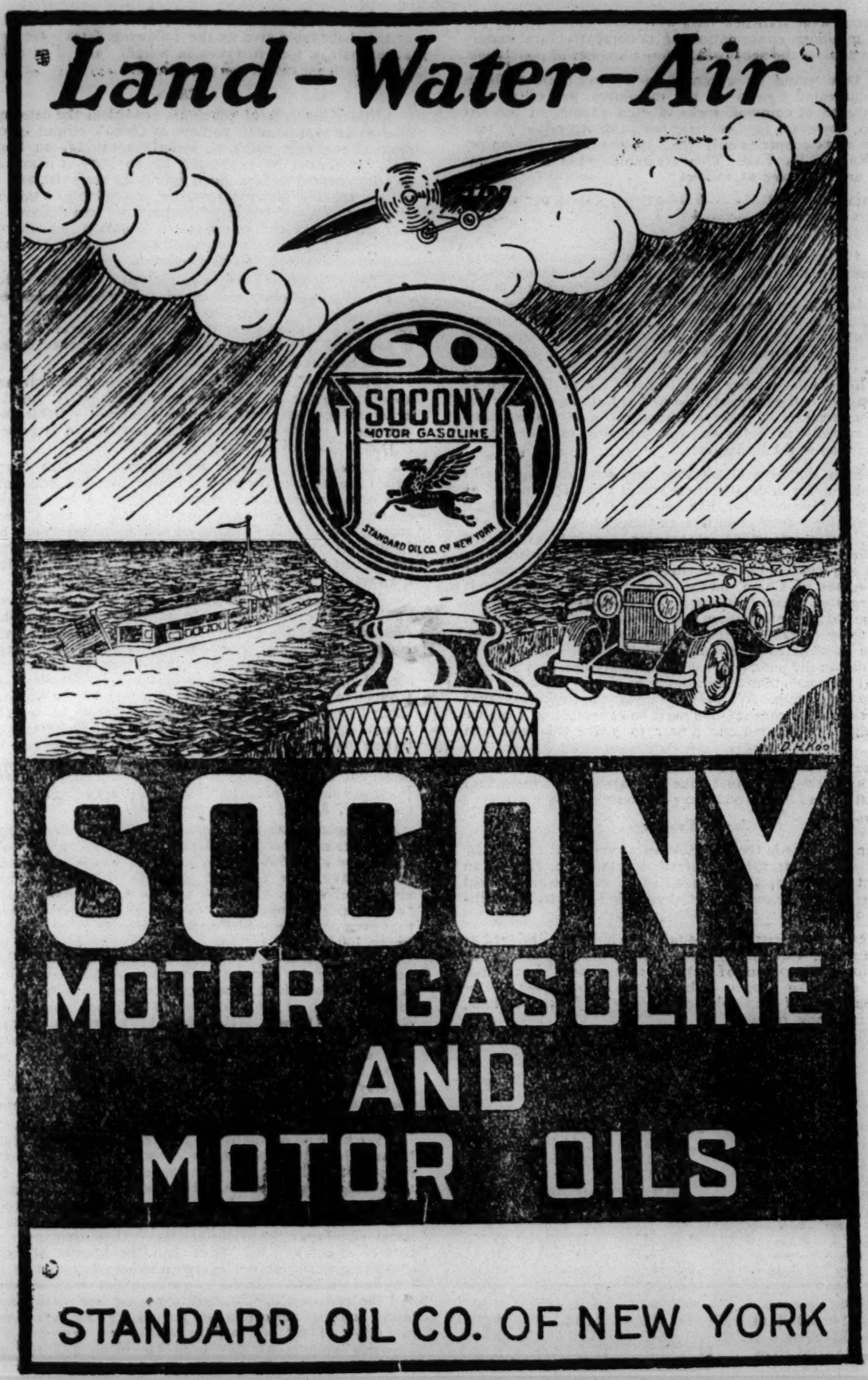
Original equipment of the Tsinpu included 136 locomotives (German, British and American), 387 coaching vehicles, and 2086 goods vehicles, but additional cars and locomotives have been acpuired since, most notably those of the *Blux Express* trains. As already mentioned earlier in this article, the rolling stock of the line has been widely scattered during the internicine warfare in China. Much of it is still being interned along the Peiping-Hankow, Peiping-Suiyuan and Peiping-Mukden Railways. Because of this, and the troubled position which the line has occupied for the last four years, it is difficult to exaggerate its present financial embarassment. Of the original loan there is still outstanding £5,000,000 in first mortgages and £3,000,000 in those of a secondary nature. Although principal and interest requirements had been met with ease up till 1925, little, if any, payments have been made since that time, so it is probable that the accmulation of unremitted interest, together with new liabilities incurred with the purchase of additional equipment during that period, has returned the total outstanding obligations to at least as much as the amount of original capital invested.

All of this may seem to paint a morose picture of the future of the Tientsin-Pukow—of a line hopelessly behind in its payments and destined now for a career than only can end in bankruptcy. Such is not necessarily the case. If the Tsinpu could return for five years to a normal basis of operation, so great is its importance and the remarkable recuperative power assured it by an ever-waiting rich traffic, that it not only could dispense with all its demurred payments of both principal and interest, but could re-equip itself and provide for all necessary improvements, besides netting the Ministry of Railways a tidy income. Yes, five years would be ample; some say two years would of peace would be sufficient to restore it. Minister Sun Fo has declared that the *Blue Express* soon again will be the pride of Asia, and from his performances in the past one is inclined to credit his promise. Such, at any rate, is the hope of all friends of China; a hope that will be shared sincerely by all who make the trip from Pukow to Peiping, through a land whose wonderful opportunities of the present are no less patent and intriguing than the pilgrimages to its soul-stirring monuments of the past.



Clean, comfortable dining cars, serving excellent foreign food, feature the service of China's famous courier, the Blue Express.

(Thanks are given by the authors to Asia magazine for permission to reprint in this article certain passages which were incorporated in a former article written for that magazine by Edgar Snow.)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even detect some statistical data which are indicative of the probable minimum consumption of mineral structural materials if we analyse the needs of a definite number of population.

Our task would be a simple one, if we could establish some documented figures on the minumum per capita consumption rate of common rocks in each country of the Ear East. So, however, far we have been able to establish such rates for three countries only viz., Japan proper, Philippines and the Russian Far East. They are explained in details some further, and they are as follows:

Russian Far East.....630 kgrs per capita per annum.
Japan proper.....496 „ „ „ „ „
Philippines.....110 „ „ „ „ „

The Philippine Islands is not a densely populated country, still remaining in a state of embryonic industrial development and possessing a very limited number of towns, so that it safely may be placed in the consumption of mineral structural materials at a lower rank than China and Korea. The tropical climate of the Philippines also creates a lower demand for structural material. The railway net of the Philippines is negligible, and the road construction insignificant. Considering all this and in default of other suitable bases for a comparative deduction we believe ourself justified in thinking that the per capita consumption of mineral structural materials in China, Korea, certainly in Formosa, and probably in Indo-China, is not less than in the Philippines.

Although the general physical and economic conditions considerably differ in details, there still is a certain amount of similarity in the mode of life between the Chinese and the inhabitants of the four countries mentioned above. There are, naturally, many important intervening peculiarities, as for instance, the intensive roads construction by the Japanese in Korea on one hand and the extreme backwardness of certain remote regions of China, on the other. But also it has not to be forgotten that there are in China 33 towns with a population of over a million. All these peculiarities do not allow us to be certain of the infallibility of our deduction, but there is some other circumstantial evidence to satisfy us that China, on the per capita average, hardly uses less mineral structural materials than the Philippines, that is 110 kilograms per capita per annum. We even are under the impression that the true volume of consumption must be expressed in a higher figure, but it is beyond our power to prove this with firm figures.

In the presence of many peculiarities in each of the Far Eastern countries, we must take at least some of them into consideration and briefly analyze each country separately.

Japan Proper

Japan proper is in the Far East an exceptional country by virtue of its considerable industrial development, causing an important and constant demand for mineral structural materials for its extensive net of railways, for roads, dwellings and other various construction purposes.

The existing statistics, although even officially declared as not exhaustive, still supply some very valuable and recent information on the output of common rocks from the principal quarries of Japan proper. The figures reproduced below from the records of the Geological Survey of Japan for 1927, are very imposing, indeed:

Table 2.

Common Rocks Output in Japan Proper

Kinds of common rocks.	Metric tons.	Value in Yen.	Cost per ton. In Yen.
Clay for bricks & tiles...	2,516,665	4,621,280	1.85
Clay for cement.....	1,383,200	1,383,200	1.00
Clay for paper industry..	69,803	1,880,538	27.25
Limestone for cement ...	3,819,847	5,563,343	1.50
Limestone for flux.....	500,000	5,000,000	10.00
Limestone for lime.....	?	?	?
Ordinary sand	?	?	?
Quartz sand for glass.....	124,931	717,642	5.75
Volcanic ash for cement	23,549	217,899	9.25
Granite,—428,278 cb.m.*)	856,556	6,306,247	7.00
Andesite,—306,776 cb. m.	613,552	2,242,999	3.50
Tuff,—340,981 cb.m.	681,962	3,046,586	4.50
Sandstone, 146,061 cb.m.	296,122	1,338,162	9.00
Marble,—3,323 cb.m.	6,642	251,698	38.00
Gravel,—7,158,666 cb.m.	14,317,332	12,271,409	0.85
Total	25,210,165	44,841,011	1.85
			Aver. cost.
Approximate 10% of the escaped registration...	2,521,016	4,484,101	1.85
GRAND TOTAL...	27,731,181	49,325,112	1.85

(*Foot Note:**) 1 cub. meter of stone roughly equals 2 metric tons.)

On the population of Japan proper of 55,961,000, the totals of the above table give us the following rates: *496 kgrms*, or about half a ton, if taken in weight, and *Yen 0.88* if in value, both per capita per per annum.

China

Under the present economic conditions the determination of even an approximate volume of China's output of common rocks of economic value is, strictly speaking, an impossible task. It cannot be expressed by anybody it in any more or less documented figures. Such figures do not exist, and nothing of any reliable statistical nature is available on that subject. However, it would be entirely wrong to leave China out of our analysis of the Far Eastern situation as there is no doubt that the output of common rocks must be enormous in a country of over 450,000,000 population.

The only way is to form an idea of a probable volume of, common rocks output, and to venture for this purpose into some logically permissible deductions. It is left for the reader to judge, whether they are really permissible or not, in particular as the author himself recognises that the information on hand is scant and casual in nature.

First of all, we may broach the question of ordinary clay, about the output of which practically nothing is found in the general official statistics of China, but some reliable information can be got from the municipal statistics of large towns on the brick industry, a large consumer of clay.

In European countries and America, the bulk of raw clay mined is consumed for making bricks, tiles and drainage pipes. In China, the situation is somewhat else. A very considerable quantity of ordinary raw clay is used by the Chinese for making the walls and roofing of the so-called "mud houses". In default of any possibility to estimate the large amount of clay so used, we limit ourself just to this mere mention of the fact.

With regard to China's brick and tile industry, we have some quite recent and reliable statistics concerning Shanghai, summarized by the Chinese Government Bureau of Industrial Information ("Chin. Econ. Journal", 1928). According to this source of information, Shanghai alone consumes annually about 120,000,000 bricks and 30,000,000 tiles. Of these amounts, from 80 to 90 million bricks and tiles come from Kashing, and about 60 million from Soochow. In terms of weight, that output equals 300,000 tons of bricks and 70,000 tons of tiles. Basing on the accepted ratio that 1 3 tons of raw clay in required to make 1 ton of bricks or tiles, we, conclude that Shanghai consumes about 480,000 metric tons of raw clay. In a population of 2,700,000, it means an annual consumption of *177 kgrs* of raw clay per capita.

Shanghai is an exceptional industrial center in China with an exceptionally large population, but we have not to forget that there are 1,900 walled cities in China, thirty-three of which have over 1,000,000 population. We have not been able to check up the brick and tile consumption in all the 33 "over a million population" towns, but we may remark here that even old fashioned Peiping consumes now anything between 100,000 and 125,000 tons of bricks and tiles a year. Canton, Tientsin and Hankow consume more than that each, and we may be allowed to assume that the mentioned 33 large towns of China, Shanghai excepted, consume an average of 100,000 tons of bricks and tiles a year per each million of population. It will make about 130 kilograms per capita, it expressed in terms of raw clay. With the aggregate population of larger towns, again Shanghai excepted, of over 35,000,000, they must annually consume some 3,500,000 ton of clay, which, added to Shanghai, brings us to a total of about 4,000,000 tons of raw clay used for brick and tile making for the needs of China's 33 largest towns.

We have no possibility of referring to anything statistically tangible with regard to the consumption of bricks and tiles in the rest of the country. In Japan proper, taken as a whole, the average per capita rate of brick and tile consumption a reliably estimated at about *45 kgrs* per annum. it certainle must be much lower in China, but not too much as in the interior of Japan the bricks are less in use than even in the former country. We have had the benefit of especially consulting on this matter a large number of competent authorities, and we have summed up our inquiries with a conviction that the rest of China cannot consume less than *25 kgrs* of bricks and tiles per capita per annum, or 22.6 kgrs in terms of raw clay. If we add all the above, we arrive at a rather imposing volume of clay used for brick and tile making, as for instance:

Table 3.

Consumption of Bricks & Tiles, in Terms of Raw Clay

	Metric tons.	Kilograms per capita.
Shanghai	480,000	177
32 other larger towns of China	3,500,000	130

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The rest of China*)	11,770,000	32
Total	15,750,000	339

To this, we are able to add that anything between 420,000 and 450,000 tons of raw clay,—and in no way less than the former figure,—are consumed in China by its cement factories, as it is well established that to produce each 100 tons of finished cement not less than 40 tons of clay are required.

Summing up the above, we have come to the conclusion that for the brick, tile and cement industries alone, China must annually mine over 16,000,000 tons of raw clay. However, even this figure is far from representing the true volume of clay output. An additional an undoubtedly large amount of clay is used in China for "mud houses" as well as for pottery and native paper making, both industries being very extensive in volume, although obsolete in methods.

The production cost of the clay used for bricks and tiles varies considerably, hardly averaging less than Mex. $1.00 a ton, but we have the testimony of several cement factories that they were able, even in 1928, to obtain raw clay at as low cast price as Mex. $0.35 a ton.

Then, there is obtainable some reliable information on the consumption of limestone for cement making and metallurgy. The Chinese cement industry (7,690,000 bls in 1928) alone consumes some 1,260,000 tons of limestone, as it is established that each 100 tons of the finished cement require 120 tons of limestone ("Far East. Rev.", May 1929). Not less than 185,000 tons of limestone are consumed in making pig iron, each ton of which requires half a ton of limestone.

However, only a minor portion of limestone consumed in China is used for the above mentioned purposes. The major part goes for the manufacture of lime. Owing to the scattered character of this latter industry, it is hardly possible to establish its true volume in any exact figures, but everything points to the fact that it is of no small magnitude. Perusing some reference books on China's native industries, we have checked up about a dozen localities where the output of lime exceeds 250,000 tons a year. There are, no doubt, hundreds of other lime producing centers, and taking this into consideration, as well as the fact that limestone is as widely mined as clay, we may assume the total output of limestone in China runs also up to about to 15,000,000 tons a year.

Limestone required for flux, being of high-grade quality is obtainable at a cost price up to Mex. $10.00 a ton, while the cement works are often satisfied with a low-grade limestone obtainable in some localities even at as low a cost price as Mex. $0.50 a ton. If we take into consideration that limestone mined for the manufacture of lime is of a higher grade than used for cement making, the average production cost of limestone probably is nearer to Mex.$ 1.00 than Mex. $0.50 a ton.

With regard to various kinds of stone mined in China, we have not been able to find even any circumstantial figures. As a controlling basis for our tentative deductions, we may mention here that the United States and Europe consume, on a conservative estimate, not less than one ton of building and crushed stone per capita per annum.

As regards the Far East, the Japanese official statistics reveal the fact that the annual average consumption of various kinds of stone and gravel amounted in Japan proper, during the period 1925-27, to about three-tenths of a ton per capita. In the Philippines, the similar rate is much higher, averaging at eight-tenths of a ton, if based upon the official statistics of 1925 and 1926.

Allowing a considerable discount on China's general industrial backwardness, it is hardly conceivable to think that China is using less than one-tenth of a ton of stone per capita per annum. This undoubtedly is a very conservative estimate, and on the strength of it we have to assume that there are produced in China some 45,000,000 tons of various kinds of stone for building purposes as well as for railways and road construction and maintenance. Of the average production cost of mining stone, we have many testimonies that it cannot be less than Mex. $2 a ton.

Summing up all the above, we arrive at the following tentative estimate of the total output of common rocks of economic value in China:

Table 4.

Output of Common Rocks in China

Common rocks.	Metric tons.	Value in Mex.$.
Clay, @ $ 0.35..	15,000,000	5,250,000
Limestone,@Mex. $ 0.50	15,000,000	7,500,000
Stone. sand, gravel, @ M. $. 2.00	45,000,000	90,000,000
Totol, @ M.$.1.37	75,000,000	102,750,000

(*Foot Note:**) The rest of China is taken at 365,600,000 population so as to exclude its most remote and backward corners.

Very indicative, although circumstantial, is the evidence derived from the annual reports of Chinese Native Customs which places the inter-provincial transportation of common rocks at about Mex.$15,000,000 (Hk. Tls 10.000,000), while it is evident that only an insignificant part of this kind of cheap mineral products leave the confines of the districts of origin, without speaking of provinces.

The totals of the above table, 75,000,000 tons and Mex. $102,750,000, represent in a population of 450,000,000. a per capita per annum rate of 166 kgrs in weight, and Mex. $0.23 in value. Both these rates undoubtedly are but modest, in particular if we confront them not only with Japan but also with those of the Philippines, as for instance:

Table 5.

Comparative per Capita per Annum Rates

Country	Kilograms.	Value in cents gold.
China.....	166	11.5
Philippines.....	110	17.0
Japan proper.....	496	44.0

Russian Far East

It is known that Russia in the normal pre-war time, as in 1913 for instance, consumed 81,000,000 metric tons of mineral structural materials, valued at Rbls 150,000,000, that is about 630 kilograms, in weight, and Rbls 1.00, in value, per capita per annum That has been always considered as a very conservative estimate, explained not only by the limited size of the railway system and common use of timber for structural purposes instead of mineral material, but as well as by an incomplete registration of quarries.

In the Russian Far East, owing to its limited population, the major part of which lives in towns, and owing to a considerable length of the Zabaikalian, Amur and Ussuri Railways, the per capita consumption rate of mineral structural materials is much higher than all-Russia's average rate. If based upon the recent statistics of the Russian Far Eastern Statistical Board, the Russian Far East consumes at the present time about 630 kilograms of these materials per capita per annum, being expressed in value at Rbls 1.00 a year. In total,the Russian Far East uses 1,049,950 metric tons of clay, sand and stone, valued Rbls 1,666,600.

According to the Russian Far Eastern official statistics for 1928, the Habarovsk, Vladivostok and Chita brick factories alone produce an aggregate of 14,000,000 large-sized bricks, and not less that some additional 6.000,000 bricks are manufactured in other towns, so that the total annual output of bricks in the Russian Far East amounts to about 20,000,000 large-sized bricks, weighing anything between 60,000 and 65,000 tons, to make which from 80,000 to 90,000 metric tons of raw clay is required.

Korea, Formosa, Indo-China and Philippines

As it has been explained in the beginning of this paper, the Philippines annual per capita consumption of mineral structural materials, as recently estimated, amounts to 110 kilograms, in weight, and G. $0.17, in value.

In view of the entire absence of any information available on the output of common in rocks Korea, Formosa and Indo-China, there is no possibility of estimating it. However, the author ventures to assume that the common rocks mining hardly can be expressed in any lower rates than those adduced for the Philippines.

Summary of the Entire Far East

On the strength of the foregoing argumentation, which certainly is nothing but a mere attempt to bring forth the question itself, for expert criticism of persons possessing more documentation, we may adduce the following tentative, summary table of the probable total output of common rocks of economic value, which category, we repeat it here again, does not include the cement as a composite product, and gypsum and pottery clay as not common rocks:

Table 6.

Far Eastern Output of Common Rocks

Country	Metric tons.	Value in U.S.$.	Per capita gold cents.	Per capita Tons.
China	75,000,000	51,375,000	12	0.166
Japan proper	27,731,000	49,325,000	44	0.496
Indo-China..	2,070,000	3,196,000	17	0.110
Korea.....	1,900,000	2,938,000	17	0.110
Philippines..	1,120,000	1,110,000	17	0.110
Russian F.E.	1,050,000	1,666,000	50	0.630
Formosa.....	400,000	621,000	17	0.110
Total	109,271,000	110,231,000	15	0.196

The per capita average figures in the total line of the table of the per capita value of 15 cents gold and 0.196 metric

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tons are adduced on the aggregate population of the Far East of 557,875,000. The cost price of common rocks mined in the entire Far East averages at G. $1.00, if taken in a round figure.

***

Thus, the Far Eastern output of common rocks of economic value aggregates at over 100,000,000 metric tons a year and, as such, it must not be overlooked from the standpoint of mining economics, although a considerable portion of the Far Eastern output comes from scattered small native quarries, and, in many cases, even as a by-occupation of farmers. For an easy comparison with the world situation of common rocks mining, the following table may be of service:

Table 7.

World's Output of Common Rocks of Economic Val ue

Parts of the World	Metric tons.	Value in U.S.$
United States.....	380,000,000	820,000,000
Europe, without Russia	170,000,000	340,000,000
Russia.....	80,000,000	80,000,000
Far East.....	109,000,000	110,000,000
Total, known.....	739,000,000	1,350,000,000
India & the rest of the world ...	100,000,000	25,000,000
Grand total	839,000,000	1,375,000,000

Shanghai, October 1929.

Kao Yings on Trial

On October 25, Kao Ying, former Chinese vice-consul at San Francisco, Mrs. Kao Ying, and Su-foon, former chancellor at the Chinese consulate in San Frausisco, went on trial before the Nanking District Court charged with smuggling opium into the port of San Francisco. Under sharp questioning by Judge Tsu Tsung Chow, chief judge of the local district court, Mrs. Kao Ting stated that the 11 trunks opened by San Francisco Customs officials last July when they were going through Customs and found to contain thousands of dollars worth of opium were placed aboard the steamer on which they arrived at San Franscisco in Hongkong. Mrs. Kao said the baggage belonged to a Mr. Chen Sen, who, she said, was a Cantonese living on Szechuan Road, in Shanghai. The baggage was sent aboard in Hongkong by Mr. Wen Yu Hsien, an agent of Mr. Chen Sen. The trunks were to be handed to to Mssers. Sun Kwan and Shu Kan in San Francisco. When questioned about the addresses of Sun Kwan and Shu Kan, Mrs. Kao answered, "I do not know." The case was tried again on the following day, the 26th. With the opening of the second day of the trial the defence hurled a bombshell into the camp of the prosecution when it contended to Judge Chow that their clients are being accused of violating certain of China's opium regulations which were not promulgated by the National Government until after the seizure of Mrs. Kao's baggage last July 5 by the American Custom authorities. As a result of the unexpected move by the lawyers defending the Kao Yings, no progress was made in the case at this hearing.

The hearings were resumed on November 6, when Judge Tsu announced that the judgement will be made public on Monday afternoon, November 11.

Pacific Dirigible Scheme

It was reported in New York on October 29 that the first executive meeting of the Pacific Zeppelin Transport Co. elected Commader J. C. Hunsaker as President of the Company Mr. Paul Latchfield as chairman of the board of directors, and Mr. E. P. Farley head of the executive committee. Two dirigibles of 50,000 cubic feet capacity each will soon be constructed for service between the West Coast and Hawaii, with 36 hours estimated flying time. Terminal hangers will be erected in Hawaii, and mooring masts will be put up at Guam and Manila and these will later be used as emergency stations when the service is extended westward. The transport company's dirigibles will carry 80 passengers each and it is hoped that it will be completed late next year.

China Calls Farm Conference

The Ministry of Agriculture and Mining is making plans to call a national agricultural conference in November to discuss and formulate schemes for agricultural development throughout the country, according to a *Kuo Min* message. Experts will be invited to attend the conference to work out practical measures for the adoption of western scientific methods to replace the traditional ways of farming now employed by the farmers in the country.

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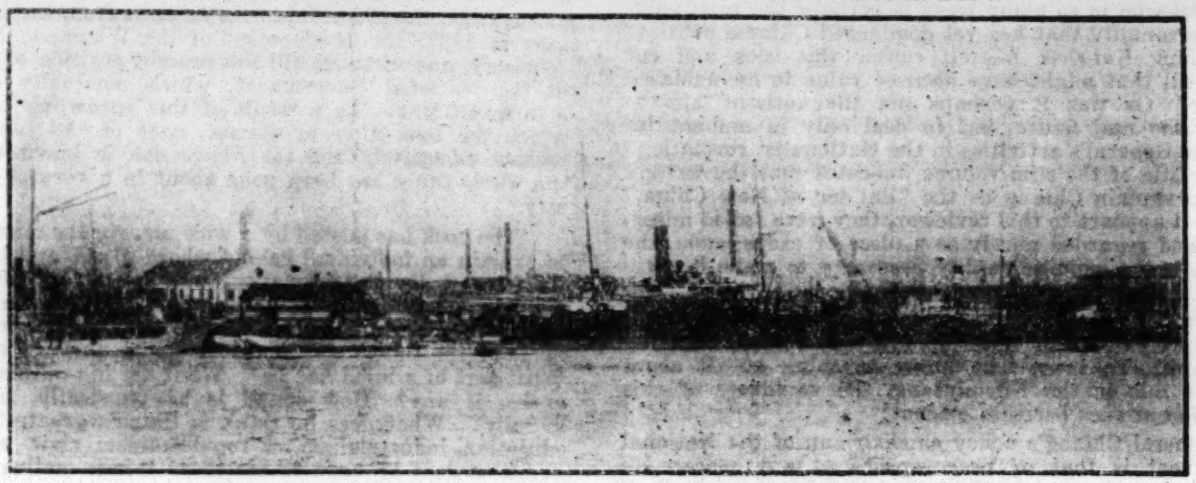

German Motor Vessel "TRAVE" of 7,956 Tons in No. 1 Dock

Trade Inquiries

Oct. 30, 1929

The following trade inquiries have been received at the office of the American Trade Commissioner, 3 Canton Road, Shanghai. Further information may be had on application.

1. *Electrical Equipment*:—Manufacturers of alternating and direct current motors, generators and battery charging equipment seek to locate an agent.

2. *Electric Motors*:—The export distributors of a line of electric motors are interested in securing connections.

3. *Electric Hot Water Heaters*:—Export distributors of electric hot water heaters would like to place the line on this market.

4. *Electric Driers; Automatic Shoe Brushers*:—Distribution is sought by the manufacturers of electric driers for hands, face and hair and of automatic shoe brushing machines.

5. *Lighting Plants*:—A firm manufacturing lighting plants is desirous of obtaining distribution in China.

6. *Refrigerators*:—The export representative of an Illinois manufacturing company is interested in establishing agency connections for a line of refrigerators (not electric but easily convertible).

7. *Refrigerated Display Cases*:—A California manufacturing concern is interested in merchandising refrigerated display cases.

8. *Radio Equipment*:—Manufacturers of radio apparatus would like to find distributors for radios, loudspeakers and cabinets.

9. *Radio Apparatus*:—A New York manufacturer of radio products seeks an agent or wholesale distributor to take on the line on an exclusive basis.

10. *Motion Picture Theatre Equipment*:—An export distributing organization would like to find a market in China for automatic advertising machines suitable for theatre lobbies and shop windows; pipe organs; stage lighting equipment and modern lighting for store windows and fronts of buildings; motion picture screens; equipment for theatre ventilation.

11. *Auditorium Chairs*:—A Chicago manufacturer of theatre chairs, school furniture, folding chairs and stadium seating equipment desires contact with a firm interested in acting as agent.

12. *Farm Machinery and Implements*:—A New York firm with export control of a number of manufacturers would like to find a market in China for separators, fertilizer spreaders, harvesters, poultry supplies and agricultural tools and implements.

13. *Hoists*:—Manufacturers of hoists desire representation.

14. *Elevators*:—An elevator manufacturing company is interested in entering the China market.

15. *Autographic Registers and Cash Auditors*:—Manufacturers of a line of autographic registers and cash auditors would like to interest a firm in distribution in this territory.

16. *Pneumatic Products*:—A factory representative or an exclusive buying distributor is sought by an Ohio firm manufacturing air cushions and mattresses.

17. *Invisible Stitching Machine*:—Export distributors for the manufacturers of invisible stitching machines and fabric drills want connections in this market.

18. *Floor Waxing Unit*:—An Iowa manufacturer would like to get in touch with an importing firm interested in obtaining the exclusive agency for a floor waxing unit.

19. *Polish*:—A market in China is sought by the export distributor of a line of polishes for metals, auto bodies and furniture.

20. *Confectionery Novelties*:—Manufacturers of confectionery novelties, dinner favors, etc., would like to secure an agent in this territory.

21. *Garter and Hose Supporter Trimmings*:—Manufacturers of a complete line of garter and hose supporter trimmings desire to arrange for distribution in the China market.

22. *Toilet Preparations*:—An Illinois firm manufacturing toilet creams seeks a distributor or jobber in a position to import on a large scale and to secure widespread distribution.

23. *Goatskins*:—A Boston firm would like to get in touch with an exporter of China goatskins for whom they could act as exclusive selling agents on a brokerage basis.

24. *Rare Metals*:—Direct touch with exporters of rare metals, especially Uranium and Vanadium, is sought by a Colorado firm.

Note: This office has on file for the inspection of interested persons catalogs and or price lists which may have accompanied the foregoing inquiries.

New Books of Interest in the Far East

The Gentleman from Ningpo

Chiang Kai-shek: The Builder of New China. By Chen Tsung-hsi; Wang An-tsiang and Wang I-ting, with an Introduction by Dr. C. T. Wang and a Preface by Dr. Wang Chung-hui. The Commercial Press, Shanghai. 107 pp., price $1.60.

The authors of this volume have fallen far short of attaining a convincing picture of the National Government Chairman. Who is to blame? Were these men given access to the information that might have brought the world something upon which to base a judgment of that individual who in so many ways is perhaps the most enigmatic personality that has yet dominated Chinese politics? Did Chiang Kai-shek himself censor this book and cut from it all that might have been of value to an unbiased onlooker? Or was it perhaps not the authors' aim to portray the real figure, but to deal only in ambiguities about the General's activities in the Nationalist revolution? But the title of the slim volume indicates that the writers hoped to explain Chiang as the "Builder of New China." In that, it appears to this reviewer, they have failed miserably. And regarded purely as a piece of propaganda, the work lacks the genuine quality necessary to make it effective for dissemination among foreigners.

As proof of the hollowness which characterizes the volume, we can do no better than to quote the concluding paragraph. To those who know anything at all about Chiang's role in the Kuomintang, the vapidness of this peroration at once becomes evident:

"General Chiang's policy as chairman of the National Government is that of peace—peace at any price. He believes strongly that if China has a fairly long spell of peace, her national and international problems will solve themselves. That is a sound policy and has support of all the elements in the Kuomintang, except the Lefts, of course.

"He realized that in the period of national reconstruction foreign help is necessary. For this reason, he has invited a host of foreign advisors: the German Bauer, for military affairs and industrialization of the army; the Frenchman Padoux, for law; the long line of Americans in the Kemmerer Commission—Waddell and Norman, for the Ministry of Railways, and Murphy and Goodrich for engineering enterpri es.

"This ends our brief sketch of General Chiang Kai-shek. In a true sense he has done wonderfully well for the Chinese. He came from the walks of a common citizen. He is a man of deeds. He is still young and energetic. Let us hope that he will do more for China in the years to come, for there is really very much to be done in this great land."

"Peace at any price"—a catch phrase tied to Woodrow Wilson before America entered the world war, and very nice sounding it is too. But why tag it to Chiang, whose whole military career has been featured by everything but peace! True, ostensibly he was fighting for an ultimate ideal of unification and peace, and if by "at any price" the authors mean regardless of the lives the attainment of such peace may cost, the phrase might not be inappropriate. But it has been fairly well established through the milleniums that few soldiers believe in peace at all, and none in peace at any price. The triteness of the application of the term in this instance is obvious.

Likewise the other remarks that Chiang thinks "if China has a fairly long spell of peace, her national and international problems will solve themselves." What sublime vacuity! Certainly it requires no master mind to come to such a conclusion as this.

In saying that Chiang invited a host of advisors, the text gives the wrong impression. Chiang of course sanctioned the invitation of these men, but he personally had precious little to do with the suggestion that the services of any of them be secured. The Frenchman, Padoux, was the choice of Hu Han-ming and Wang Chung-wei. Waddell was brought to China at Sun Fo's request as was also Mantell.

Doubtless the author's are not to be too severely taken to task for having turned out such a work; as was pointed out, the compilation of the contents probably was made under severe restrictions. But one cannot absolve them of guilt in having misrepresented their writing in such a sweeping title as they have given it. Actually the volume is no more a portrait of Chiang Kai-shek than one might secure from a reference to his biography in *Who's Who In China*. A clever newspaper man, given an hour with Chiang and facilities for investigation into his record, could have done much better in a 5,000 word report of the interview than these men have done with their whole book.

One outstanding reason for this failure is that an effort has been made to cover too much ground in too little space. The actual text dealing with Chiang is but 49 pages long. The appendix furnishes some speeches the Chairman has delivered. But in those less than 50 pages an attempt is made to include such important phases in the General's life as: family; education; first revolution; second revolution; plots and preparation; Chiang's trial at business; the Chen Chiung-ming split from the Kuomintang in 1922; the development of the Whampoa Military Academy, and so on up till the present position of Chiang in the National Government, which nominally controls a unified China. As a result of this sprawling territory which the book aims to discuss, none of the subjects is treated adequately and the impression is inevitable that the whole thing has been gone about in a very superficial way.

The book has missed by a wide margin the opportunity to explain an individual behind whose power and influence there must lie a personality, whether it be admirable, mediocre or evil. The questions that arise in one's mind whenever Chiang is under discussion are not answered. Some of the things this reviewer would like to know are: What sort of a mind has he? What are his religious principles, if any? How sound is he physically, mentally, morally? What does he think is China's greatest need—education, industrialization, republicanism, civic spirit?—and how does he hope to see these things motivated into realization? What, in short, explains the mystery of this inadequately educated, poorly born, unsophisticated gentleman from Ningpo, who has been able to hold the spotlight on himself in Chinese politics for more than two years, who though surrounded by minions of far superior intellect still manages to dominate them and bring a tirade of calumny from those who would oppose his will, who though essentially a military man and inexperienced as a government official yet has no army of significance under his personal banner, but despite the fact continues to hold his power against opposition perhaps more overwhelming than that which faced anyone who has gone before him? Is it because he is a genius at compromising? Is it because he has been able to inspire loyalty from followers convinced of his sincerity to relieve his stricken country? Or is he merely a pawn of circumstance, temporarily placed in a position exalted beyond his abilities? These are some of the questions we should like the volume under review to answer—which it fails to do. Surely the explanation cannot be found, as apparently we are to believe, in the fact that Chiang Kai-shek accepts *in toto et sans criticus* the *San Min Chu I* of Dr. Sun Yat-sen.

It is this writer's opinion that Chiang Kai-shek is neither the villain that his Left Wing opponents would make him appear to be, nor is he the "man of steel" which his more ardent admirers would have us understand. But he is a man and fellow being, undoubtedly the most outstanding military figure of the Kuomintang revolution, and he represents a new kind of force in Chinese history. In him there is a personality, something of high interest of which this volume sketches only the vaguest of vignettes.—E.P.S.

The Enslavement of Mankind

Men and Machines. By Stuart Chase. The Macmillian Company, New York. G$2.50.

A dreary future in which the earth's millions of humans may be enslaved by the machines which they themselves have created, even bordering on annihilation and destruction in the event of war, is painted by Mr. Chase in his work, "Men and Machines."

The theme of the volume is: Who is master, man or machine? What has been the ultimate result of the universal turn to machinery? Is the final reckoning an asset or a liability? How are we to avoid some of the disasters with which machinery menaces us?

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The author sees humanity rapidly approaching that state where the individual is the servant of the machine. He sees us today almost entirely dependent upon mechanical devices which supply us with the daily necessities of life. He sees the human being losing many of those desirable qualities with which he has been endowed by nature, this development occurring as a result of our close association with inanimate mechanisms which have no nerves and know no fatigue.

To the average person the author would appear to take an exaggerated view of our dependency upon modern industry.

He sees us a pawn from morning until night of machines and mechanical processes which have come to replace individuals as the real masters of modern civilization. Mr. Chase fears that if mechanical development is allowed to proceed unchecked it will eventually consume the originators of this development.

In the event of war Mr. Chase sees the most grave dangers to humanity through the almost boundless development and use of modern-day machinery. It is in the airplane that he sees the most horrifying possibilities if nations again resorit to force of arms. Airplanes and bombs, containing explosives, poison gas or disease germs, all a hundred fold more deadly than those known during the last war, will bring speedy destruction of civilization and lay waste the nations and races of the earth.

Nations today are able to call into the air at almost a moment's notice thousands of fighting planes with increased speed and weapons of attack which when compared with those of 1914 reduce the latter to the status of mimic warfare, so the author believes. Almost any of the leading nations today could drop in a single air raid hundreds of tons of bombs whereas at the close of the world war the maximum tonnage dropped during any one month was twelve. This, in the view of Mr. Chase, measures the progress of mechanical development in almost every line of endeavor. With this development has come great good, but at the same time have appeared dangers which threaten the very existence of man. These, if humans are to continue to inhabit this earth, Mr. Chase believes must be ruled out.

The author discusses a subject little considered by the average person. He pulls apart present day civilization and shows us our dependence upon mechanical devices. Although fearsome of the eventual result he thinks that by careful guidance we may escape subserviance to the devices which are the results of our own ingenuity.

While Mr. Chase might be considered to have viewed his subject with undue alarm, his work is interesting, informative and indeed food for thought.

M. J. H.

Canton Will Build New Bridge

Mesers. Anderson, Meyer & Co., Inc., U. S. A., have secured a one million dollar contract for the building of a bridge between Canton and Honam. This bridge has been talked of since 1905 but nothing has been done until now. It is not known yet what form the bridge is to take, but the contract states that construction will be finished within 21 months. A long road from the Cement Works in Honam to Whampoa will be built also. The road will be 10 miles long and will pass almost all the way along the bank of the river, passing the Linguam University near Canton Survey work has already been commenced.

Four Executions Mark End of Ricksha Riot

Peiping, November 6.—Four men found guilty by the military court of instigating the riot of ricksha coolies here on October 22 were shot outside the Temple of Heaven this morning by order of the local military authorities who claim that the men confessed their crimes. Tremendous crowds followed the condemned men on their last journey and watchey their execution. The tram service, which was completeld paralysed during the ricksha coolie riot is still not running, as the company has no funds to repair the damaged cars.—Reuter

Priest Reports Chang Fa-kuei's Whereabouts

A letter from a Roman Catholic priest stationed at Supu, western Hunan, to his mission in Hankow, says that General Chang Fa-kuei's "Ironsides" passed through his town about the middle of October. They were then making their way southward in a liesurely manner and according to his information the Hunanese Provincial troops had never got within shooting distance of the rebels. He estimated them to be about 30,000 strong and stated in his letter that they were a well equipped and disciplined force.

White Russians Broadcast World-Wide Appeal for Stricken Countrymen in Barga

In an effort to direct international attention to the Soviet raids in the Three River District, located in the northeastern corner of Heilunkiang province of Manchuria, which have cost the lives of hundreds of Russian farmers, the emigrant Russians in all parts of the Far East have addressed telegrams and cables to the following: Marshall Chang Hsueh-liang; General Chiang Kai-shek; Prime Minister MacDonald; the Pope, the Bishop of Rome; the League of Nations; the chief officials at Belgrade, Stockholm, Oslo, Tokio, Hague, Paris, Berlin and Prague.

The expenses of sending these appeals have been met by various White Russian organizations in cities in China and Manchuria. The text of the telegrams, as translated for the *Review*, was as follows:

Population of A-Political Peasants

"On Chinese soil, near the Soviet boundary in Manchuria, in what is known as the Three River District, are situated a number of villages founded and populated largely by Russian farmers, who emigrated in order to escape from the Soviet regime in Russia. The majority of the population of the Three River District is of peasants free from any politieal movements, who wish only to make an honest living and care for their families. Some five years ago a few Red army detachments, equipped with machine guns, entered this territory and massacred the inhabitants in the villages of Timike and Nashinboolak. The cruelty of these raiders, as history knows, has seldom been surpaesed.

"Unarmed husbands and fathers were shot down in the presence of their wives and children. Red soldiers inflicted barbaric treatment on the corposes. Only children and feeble adults were spared. There were instances of the rape and butchery of women, children were bayoneted, a priest was tied by his hair to the tail of a horse. This atrocity is well known to the foreign consular body in Harbin, members of which inspected some of the victims.

"A repitition of this outrage has now taken place. We are apprized of the new massacres in the villages of Argunsk, Domasova and Oust-Urovsk (Russian names for the Chinese towns in Barga). In these cities alone, according to Chinese official reports, more than 400 Russians have been tormented and killed by the invaders.

The "Red Menace"

"The souls of these murdered dead supplicate your intervention! The Three River atrocity is a crime against humanity, in violation of all international laws and the sovereignty of China. For the sake of the refugeeing Russians, who had nowhere else to turn, the Chinese government allowed them to enter and reside on Chinese soil. Now the Soviet government has invaded that territory, without a formal declaration of war. All civilized nations must protest agains this trespass on the proprieties of humanity. The Three River incident is an example of the Red menace to all mankind. For the sake of God, for the sake of law, for humanity's sake—we appeal to you, pray that you will save the Three River District from further terrorism.

"We believe that the whole world will censure this unheard of malfeasance!

"We entreat you: (1) To protest against this terrible crime and guard against its repitition; (2) To ask the Chinese Government to create an International Commission to investigate the Three River atrocity; (3) To enlist the aid of your philanthropic organizations to assist the benighted sufferers.

(The above communication was signed by more than 4,000 Russians of Harbin, Tientsin, Shanghai and elsewhere in the Far East)

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Foreign Women's Home Appeal to Shanghai Community

The Foreign Women's Home every year conducts a Linen and Fancy Sale either in the spring or autumn in order to secure the necessary funds to carry on its work. This year the committee of the organization is going to test out another plan by appealing directly for gifts in money from the Shanghai community. This depends entirely on the generosity of those who have helped the organization before and on others to whom this appeal will be sent. The organization needs $5,000 in order to support its activities during the coming year. All cheques should be made out to the treasurer of Foreign Women's Home, Mrs. Harrison King, St. John's University, Jessfield, or to the chairman, Mrs. D. MacGillivray.

Director of League of Nations Health Organisation Arriving

Dr. L. Rajchman, Director of the Health Organisation of the League of Nations, and Advisor to the Ministry of Health is arriving at Shanghai on the Shanghai Maru on November 9, on the way to Nanking. He is accompanied by Dr. Frank Boudreau, a medical expert of the Organisation. The distinguished officials of the League have been invited to make a survey of the health administrations of the representative ports and cities in China with a view to advise the Ministry on the more important health policies and to recommend plans for a national maritime quarantine system. This invitation was extended to the League through the Ministry of Foreign Affairs in a telegram dated September 14th.

The International Pageant

The International Pageant was opened by the Joint Committee of Shanghai Women's Associations, together with the local Y. W. C. A. in the Town Hall on November 7th and 8th. On the 12th another show will be given to children, with a half price entrance fee. The whole show proved a great success with World Unity as the central figure. The cast consists of almost 600 people of all nationalities. In the last rehearsal the Russians withdrew because the Soviet flag is being used in the pageant. As white Russians they demanded to have the old Russian flag instead of the Soviet flag. Their demand was not accepted by the committee of the Joint Women's Association.

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Who's Who in China

Vice-Admiral Chen Shao-kuan

陳紹寬

Vice-Admiral Chen Shao-kuan, Vice Minister of Navy and concurrently commander of the National 2nd Squadron, graduated from the Nanking Naval College, and received his practical training on the training ship "Tungchi". He has held successively the following posts: Surveyor to the transport "Paomin"; Instructing officer, Assistant Navigating Officer and Assistant Munitions Officer to the warship "Lienching"; Quartermaster, Navigating officer to the cruisers "Tsacho", and "Yinshua"; Lieut-Commander of the warships "Kiangheng"; Commander of the torpedo-boat "Hupang"; Chief of the Headquarters Staff of the Commander-in-Chief of Navy; Chief of Staff to the Yamen of the Defence Commissioner of Fukien; Commander of the cruisers "Tungchi", "Tsaoho", "Haiyung" and "Yinshua"; and Chief of Staff to the Headquarters of Commander-in-Chief of Navy.

Vice-Admiral Chen has resided in Japan, America and European countries successively, where he studied naval operation. He had experience on British battleships and submarines in England, even during the War. Subsequently he become Naval Attache to the Chinese Legation at England and Director of the Chinese naval students in England. When the Peace conference was convened in Paris, he was a member of the Naval Committee, Delegation of the International Sea Route Conference.

Upon the inauguration of the National Government in China, Vice-Admiral Chen was appointed member of the Military Council, member of the Provisional Political Council of Hunan and Hupeh; member of the Wu-Han branch of the Political Council and member of the National Opium Suppression Committee. As Commander of the National 2nd Squadron he has performed considerable and distingushed military services, having participated in the capture of Fukien and Shanghai. He commanded the government Navy squadron which defended the capital against the furious attacks of Sun Chuan-fang in 1927, and recently served in the punitive Expedition against the Kwangsi Faction (1929) in Hupeh and Hunan. Vice-Admiral Chen is now holding the posts of Commander of the 2nd National Squadron and concurrently Vice-Minister of Navy, acting as head of the Ministry's affairs during the absence of Admiral Yang Shu-chwang.

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CUSTOMS NOTIFICATION

No. 1165

Notice is hereby given that the Custom House will be closed, and the shipment and delivery of cargo suspended, on Tuesday, the 12th November, 1929, the anniversary of the birth of the late Dr. Sun Yat-sen.

W. R. Myers
Commissioner of Customs

Customs House,
Shanghai, 4th November, 1929.

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STATISTICAL PROOF OF CHINA'S DECLINE IN SHIPPING

(*Continued from page 375*)

In South China the condition is worse. According to (工商報) the *Journal of Commerce and Industry* of April 16th, 1929, we have the following table regarding Chinese ships reserved by militarists for their own purposes:

Name of ship	*Date of*		*By Whom*	*Name changed to:*
Tungya	Sept.,	1923	Military men	Hailung
Shacheau	July,	1926	Bandits	Chenteh
New York	April,	1925	Military men	Quenyen
Yuehtung	Oct.	1926	Military men	Seming
Paota	March	1923	Sold by Navy authority	Paota
Yule	April	1925	Military men	Chenshi
Hushan	March	1923	Military	
Chafese	May,	1926	Anti-opium Bureau of the Ministry of Finance	Haima
Hoshen	July,	1926	Bandits	Talay
Huichi	May,	1923	Military men	Sihai
Tungye	April	1925	Military men	Lin-yuan
Sixthpeace	June,	1925	Military men	Chanan
Chefai	January	1927	Military Men	
Tzele	Sept.	1925	Navy	Tzele
Lesi, Yuenhsen	March,	1927	Military Men	
Chinteh, Touchen	Sept.,	1926	Bandits. Ministry of Finance	
Yuehle		1926	Anti-opium Association	Haitsin

Thus, four ships taken over from the merchants for seven years, five ships for five years, eight ships for four years, and three for three years. With this in view it is not hard to understand the decline of Chinese Shipping in South China.

British Ships in South China

Following are the figures for British shipping in South China:*

	1923	1924	1925	1926	1927
Profit	$526,814	384,839	73,620	——	208,607
Net profit	398,498	272.674	50,033	Lost 305,444	78,182

From the above we can see the profit made by the British ships. However, since the boycott of British ships in 1926, they suffered a loss of $305,444 in 1926 and made very little profit to compare with the former years in 1927. The Japanese navigation companies have also very great business in South China, but unfortunately no statistics are available.

North China

Business is more or less controlled by the British companies, in North China and, as to Manchuria, the Japanese navigation companies have the monopoly. When we discuss anything about Chinese navigation we cannot stop without a discussion of the business of the China Merchant's Navigation Company. This is the biggest navigation company owned by Chinese. Let us reproduce the statistics regarding the general condition of the business of the said company:

	Profit	Loss
1911		282,800.00 (Tls)
1912	255,000.00	
1913	900,000.00	
1914	334,000.00	
1915	506,200.00	
1916	441,00.000	
1917	1,122,000.00	
1918	1,793,000.00	
1919	516,800.00	
1920	900.00	
1921		333,300.00
1922		651,000.00
1923		1,010,000.00
1924		930,000 00
1925		497,300.00
1926		1734,600.00
1927		2,310,658.00
1928		854,369.00

(As published in the China Weekly Review Vol. 49, No 11)

In analyzing the above figures it is obvious that Chinese navigation in Chinese territory is far inferior to that of foreigners such as British, Japanese, and Americans. We cannot pass without remarking the reasons for such a condition. Several important ones are: (a) civil war, (b) the constant illegal action of the militarists and bandits in taking over ships for their own purposes, (c) the rights granted to foreigners so as to give them special privileges for navigation, (d) mismanagement of the Chinese companies, (e) lack of capital and (f) lack of cooperation from the Government.

*見英文中國股分檢查書

CHINESE NEWSPAPERS AND THE MEN WHO MAKE THEM

(*Continued from page 376*)

paper to get from one of the coast cities to certain of the interior districts.

Sectional papers, if honest and independent, are coming slowly to assume importance and weight. But with a population more than ninety-six per cent illiterate, it will be a slow pull for any one paper to get, say, a circulation of half a million.

Political organs spring up overnight. It is part of the necessary equipment of a civil or military leader. Many of these have been found to have cirulations of exactly five! This was a great game, particularly during the troublous years of 1923-24. A "journalist" would go to a war lord, or an aspirant to some important civil position, and agree to publish a paper backing him, for $5,000 (Mex.) a month. He would get his subsidy, then go to one of many printers who make a copy of keeping an equivalent of "boiler plate" on hand, buy a few galleys of type-matter and ads all set up, add to this one or two galleys of propaganda for his subsidizer—and have five copies printed! The total cost ran somewhere between $35 and $40 a month (Mex.). Three copies were sent to the man who put up the money. The printer kept one on file. The "journalist" retained the other copy. This graft ran merrily along for some years, and still crops up. The ignorance and credulity of these war-lords and politically ambitious civilians is almost equal to that of certain American interests who believe a subsidized newspaper is an aid to success and power.

Scandal sheets usually run for a few weeks and fade away. Many are incredibly vulgar and obscene. They have quite a vogue in barber shops, with ricksha boys and Sing-Song girls.

Scandal Sheets Popular

It is a peculiar fact that linotype operators and even proof-readers on the English papers published in China know little or no English. It is a case of "follow copy," and some odd tangles of grammar and diction inevitably occur.

Comparative order reigns in the mechanical departments of the English and French papers. In the vernacular plants it seems, to a non-Oriental, absolute bedlam. Boys shout from end to end of the room, searching for a character which has been lost, or not used recently. One editor put a pedometer on a printer, and found he walked four miles to make up one page. The most valuable man in the plant is one called a "type-cutter." The peculiarities of the Chinese language, which lacks an alphabet, makes every font consist of 6,000 characters. Frequently several are missing. The typecutter is then enlisted. His amazing skill is shown by the fact that at a moment's notice he can cut from a wood block, *in reverse*, any character missing from a font.

The majority of vernacular papers make no attempt at accuracy. Deliberate mendacity is all a part of the game. Journalism in so many instances means a mild form of blackmail; or perhaps not so mild in some curious instances which have come to light. Papers are censored by the local authorities and frequently forbidden privileges of the mails by national authorities. Scores of editors have been arrested. One was recently executed. Many admit his facts were correct, when he attacked a leading national politician, but he used language which would have made Rabelais blush, and even caused a sensation in a Broadway gangster play. (*From the "Editor & Publisher" for Oct. 5, 1929*)

Marines in "Frivolities of 1930"

The "Frivolities of 1930", an all-marine production, will be presented at the Peacock Orient Theatre on the 13th, 14th and 15th of this month, by the 4th Regiment of the U. S. Marines.

Major Miller, who produced and directed the show has, if reports from those who have seen the trial performances are correct, surpassed his Frivolities of 1928, which was so well recevied in Tientsin that the Marine players there were persuaded to give Peiping a chance to see it. The praise from Peiping where the playhouse was crowded to the doors was as enthusiastic as that from Tientsin.

The first night will be for the marine enlisted men only, the second night for enlisted men and their guests, and the third night will be given over to entertaining the officers and their guests.

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Starting at Peiping, the ex-ca tal of China, called the most interesting city in Asia, with its intricate systems of walls, its Imperial palaces and its beautiful temples and tombs, the Peiping-Mukden Line goes down to Tientsin, the great port of Chihli, and from there swings in a wide circle on its pathway to the north. From Lanchow to Chiuchow the railway follows the line of the Gulf of Chihli, passing through Shanhaikwan, where the Great Wall ends at the sea, and thence on to Mukden, the ancestral home of the Manchus, a city which vies with Peiping in its splendor of palaces and temples and ancient shrines.

Through tickets are issued and passengers' baggage registered through between the important stations on the Peiping-Mukden Railway and the South Manchuria, Chosen (Korean) and Imperial Japanese Government Railways. At Peiping connections can be made with the Peiping-Hankow Railway and with the Peiping-Suiyuan Railway, and at Tientsin connections can be made with the Tientsin-Pukow Railway, for Tsinanfu, Nanking and Shanghai.

For information as to rates, schedules, accommodations, etc. apply to any Tourist Bureau, or communicate directly with the Traffic Manager

Peiping-Mukden Railway

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TIENTSIN

An Advertisement of the Chinese Government Railways

No. 2

"*The* ROAD *to* SOUTH CHINA"

Travel on the

CANTON-HANKOW

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Completed from Hankow to Chuchow
Uncompleted from Chuchow to Shiuchow
Completed from Shiuchow to Canton

This is the only line connecting the Yangtse valley, or the "middle country", with the southern part of China. At present it is not fully completed, but one may travel as far south as Chuchow in Honan. A motor-road connecting Chuchow and Shiuchow in Kwangtung, is now under construction and it is hoped it will be completed this year. Plans are also being made for completing the railway between Chuchow and Shiuchow but owing to the mountainous country it will be a considerable time before it can de completed. The trip between Shiuchow in northern Kwangtung and Canton can, however, be made in comfort at the present time.

Cities through which the line at present operates are celebrated for their temples and walls and gates. Changsha, with a population of 500,000, is especially worth visiting. It is called the cleanest city in China and it is noted as the only city in the south which withstood the seige of the Taiping rebels who scourged China more than half a century ago. Trade is flourishing here always, the principal articles dealt in being rice, tea, paper, tobacco, hemp, paulownia oil, earthenware and antimony. Chuchow also is an interesting city, having many temples of note. The road from Shiuchow to Canton, and thence to Hongkong, is safe, comfortable and operates with first class service.

Any Tourist Agency will gladly supply further information regarding rates, schedules, accomodations, etc. Or write direct to the Traffic Manager,

CANTON-HANKOW

Railway

Head Office

CANTON

An advertisement of the Chinese Government Railways.

No. 3

Men and Events

Lt. N. Danidoff, a well known member of the Russian community in the north has just arrived in Shanghai.

Mr. T. V. Soong, Minister of Finance of the National Government, arrived here from Nanking on November 6.

Having paid a visit to Nantungchow, Admiral Chen Chi-liang, Commander of the First Naval Squadron, is now back in Shanghai.

Sir W. J. Oudendijk, Minister of the Netherlands, will leave Peiping for the Hague on the 14th inst., via Mukden and Japan, on furlough.

Dr. C. T. Wang, Minister of Foreign Affairs, arrived in Shanghai Thursday morning from the capital. He will return to Nanking within a few days.

Mr. Richard Dodge, of the firm of Messrs. Dodge and Seymour, New York City, arrived here on November 5 on the liner *President Taft* on business.

General Chen Yi. Vice-Minister of War of the National Government sailed from Shanghai to attend the grand autumn manoeuver in Japan on November 7.

Having made an investigation of the electrical business in America, Mr. Jen Kuo-chang of the China General Edison Company, returned to Shanghai on November 5.

Mr. and Mrs. J. H. Taggart left for Hongkong on the *President Taft* on November 6, after a short stay in Shanghai. They are returning from a visit to the United States.

Recent arrivals from the U. S. A., connected with the Texas Oil Company, are Mr. W. L. Painter and Mr. R. J. Monical, both of whom are staying in the Foreign Y. M. C. A.

Mr. Hsu Mo, Commissioner of Foreign Affairs at Shanghai, went to Nanking by aeroplane on the morning of November 5 on receipt of an urgent telegram from the capital.

Mr. Dee C. Chuan, Manila banker associated with the China Banking Corporation of the southern city, visited Shanghai. He arrived here on November 5 on board the *President Taft.*

Mrs. Ida Cary, of the Methodist Episcopal Board, New York City, arrived here on November 5 on board the *President Taft.* She will remain here for a short time before journeying into the interior.

Messrs. Yu Ya-ching and Wang Yi-ting, local commercial leaders, have been elected members of the Executive Committee of the newly established Chekiang Famine Relief Society in Shanghai.

A dinner of welcome in honor of General Chen Chi-cheng, Commander of the National Army, was given by Mayor Chang Chun at the Chinese Military Club in Shanghai on the evening of November 4.

Mr. Shigemitsu, Japanese Consul-General in Shanghai, has already arrived in Hankow according to information from the local Japanese Consulate. Mr. Shigemitsu will proceed to the front for an inspection and will be back in Shanghai in about ten days.

Members of the German Women's Club gave a farewell tea on November 5 for Mrs. M. Junginger at the home of Mrs. R. Laurenz, 658 Avenue Haig. Mrs. Carol Bateman and her sister, Miss Audrey King, gave several dances and were accompanied at the piano by Mr. Davis.

The "Yih Shih Pao", a newspaper published in Tientsin. was banned by the authorities of the city on November 5 for publishing a telegram sent to Mr. Tan Yen-kai by Mr. Wang Ching-wei and an interview with Marshall Feng Yu-hsiang by one of their correspondents.

Miss Vera H. Southby, an artist, is arranging an exhibition at the Cathay Hotel from Monday to Saturday next inclusive. Water colours. oils, pastels and etchings will be shown. The exhibition will be open from 11 a. m. to 7 p. m. each day. There will be no charge for admission.

Dr. Sven Hedin, noted Swedish explorer and leader of the Sino-Swedish expedition to the north-west, left Peiping for Suiyuan on October 30. He expects to be gone about three weeks, during which time he will make preparations for the expedition. Dr. Hedin is accompanied on his trip by Dr, Hummel.

From the Chinese Press

News items pertaining to Chinese politics and general affairs appearing under this heading, are taken chiefly from the daily reports of the Kuo Wen (independent) Kuo Min (Nanking official) and from translations of articles and dispatches appearing in the local Chinese press.

Tuesday, October 29.—Upon their arrival at Annam Yu Tso-peh and Li Ming-sui were requested by the authorities there to leave the territory.—The Shanghai Amalgamated Association of Street Unions is to be reorganized by the local Party Headquarters.—The State Council has forbidden military authorities to arrest or mete out punishment to Party members.—Li Fong, Special Commissioner of Foreign Affairs for Hupeh, has presented a request to the French Consul for the immediate withdrawal of French marines from Hankow.—It is reported that the premises of the electricity plant at Tsitsihar were blown up by Soviet agents on the night of the 26th inst.—Chu Shao-liang, Commander of the 8th Division, and Mao Ping-wen, Commander of the 3rd Division, arrived in Nanking yesterday from Canton with the bulk of their troops.—Ho Ying-ching left Nanking for Kaifeng yesterday.—Tang Seng-chi, Commander of the 5th Army, reports that hostilities have been resumed between Government and Kuominchun troops in Tengfang, south of Loyang.—Chi Hung-chang, Kuominchun divisional commander, has telegraphed the Commander-in-Chief's Headquarters pledging obedience.—Martial law is being enforced in the Tientsin-Peiping Area.—Liu Chien-sui reports that a small remnant detachment of Ironsides under Chang Fah-kwei has crossed the Hunan-Kwangsi border with Huaiyuan and Liuchow as its objectives.

Wednesday, October 30.—Liu Hsiang reports the mobilization of the Szechuan Provincial Forces to attack the Kuominchun rebels in Kansu.—The Ministry of Railways reports that construction of the Limpao-Tungkwan section of the Lung-Hai Railway in northern Shensi has been started.—Chiang Kai-shek with his entire staff arrived in Hankow from Nanking this afternoon.—The Chief Political Official of the State Council has issued a telegram stating that Feng Yu-hsiang is to be brought to Nanking for trial and punishment.—The defence of the Fuchin-Tungkiang region has been strengthened.—It is reported that the Soviet Government has suggested to Chang Hsueh-liang that the Chinese Eastern Railway dispute be settled by direct negotiations between Moscow and the Northeastern authorities.—The Kuominchun units under Sun Liang-chen who attacked Tengfeng on the 26th and 27th inst. were heavily defeated.—Liu Ju-ming, Chang Wei-ni and Ma Hung-ping, Kuominchun divisional commanders, have petitioned for incorporation into the National Army.—The Military Intelligence Corps attached to the Kirin Provincial Forces reports that General Blucher has ordered Soviet units along the border to prepare for a general offensive during the week-end.—Five Soviet citizens have been arrested as spies in Tsitsihar.—Provincial forces of Hunan, Kweichow, Kwangsi and Kwangtung have been ordered to participate in the suppression of the Ironsides.

Thursday, October 31.—Chang Nan-hsien and Chou Ao have been appointed Minister and Vice-Minister of the Official Nanking Ministry under the Examination Yuan.—The draft of the entire Chinese Civil Code has been completed by the Law Drafting Committee of the Legislative Yuan.—According to a dispatch from Fuchin, Admiral Shen Hung-lien has entertained a party of foreign and Chinese press correspondents aboard the gunboat *Lisui*.—A number of Kansu military commanders have declared severance of their connection with the Kuominchun.—Liu Chen-hua reports the advance of his forces to northern Honan.—The official seal of the Vice-Commander-in-Chief of the National Army, Navy and Air Forces has been sent to Yen Hsi-shan.—The offensive against the Kuominchun insurgents was started on the Lunghai front by the 5th and 1st Route Armies yesterday.—Ho Ying-ching and Fong Peng-jen arrived in Taiyuan this morning.

Friday, November 1.—Another attack on Tungkiang and Fuchin by Soviet troops is reported from Fuchin.—The Ministry of Foreign Affairs is understood to have instructed Minister Wang Yung-pao at Tokyo to lodge

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Copies of the Report of the International Commission which investigated the Practice of Extraterritoriality in China may be obtained by addressing The China Weekly Review, enclosing the sum of $1,00 to cover cost and postage.

The Report contains four sections as follows:

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Part II.—Laws and Judicial System of China.

Part III.—Administration of Justice in China.

Part IV.—Recommendations.

In addition there is an appendix containing the Declaration of the President of China to reform the laws and administration of justice; a summary of clauses from the treaties containing the Extraterritorial provisions; a list of modern Chinese courts and prisons and a report of the Committee which toured North and Central China investigating conditions.

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a protest against the arrest of Chinese students in Tokyo by the Japanese police some time ago. —A Chengchow telegram states that Government forces under Hsu Yuan-chuan have occupied Linju and Tengfeng.—Another open competitive examination for the selection of candidates for appointment as District Magistrates in the province of Chekiang will be held shortly.—Tne Executive Committee of the Provincial Party Headquarters for Kwangsi has been declared dissolved and a Reorganization Committee for Party Affairs in Kwangsi appointed in its place.—Chang Wu-hua, newly appointed administrative Vice-Minister of Foreign Affairs in succession to Y. L. Tong, was formally inducted into office yesterday.—The Ministry of Industry, Commerce and Labor has dispatched a deputy to visit industrial centers in Kiangsu.

Saturday, November 2.—Chiang Kai-shek has ordered that the two gunboats, *Yingsui* and *Haiyung* be dispatched immediately to Hankow for patrol duty on the upper Yangtsze.—A dispatch from Siangyang reports that Kuominchun troops, heretofore stationed in the Paiho region have retreated to Ankang. — A Special Relief Committee for the War Zone is being organized by Hsu Shih-ying, Chairman of the General Famine Relief Committee.—Sir W. J. Oudenjik, Senior Minister of the Diplomatic Corps, has informed C. T. Wang that the interested Powers are ready to open negotiations regarding the Shanghai Provisional Court. —Chen Chi-tang, Commander of the 8th Route Army, left Canton for Wuchow yesterday.—The inaugural meeting of the Overseas Educational Conference, called by the Training Department of the Central Party Headquarters, was held yesterday.—The Training Corps of the 61st Division under Commander Chiang Kwang-ting scored a victory over the Communists under Chu Teh at Meihsien yesterday.—Ho Chen-chun reports that Chi Hung-chang, divisional commander of the Kuominchun who has pledged allegiance to the Central Government, will probably be appointed Chairman of the Ninghsia Provincial Government.—A dispatch from Chengchow reports the occupation of Loyang by the advance cavalry brigade of the 5th Route Army.—Fuchin is reported to have fallen to the Soviet troops.

Sunday and Monday, November 3 and 4.—President John C. H. Wu of the Shanghai Provisional Court yesterday tendered his resignation to the Provincial Authorities. — Soviet troops are reported to have attacked Tungning on the night of October 30.—Yen Hsi-shan is reported to have conferred with Ho Ying-ching and Fong Peng-jen in Taiyuan on the evening of November 1.—Chu Shao-liang, Chen Shao-kuan, Mao Ping-wen, Chang Hui-chang and Liu Chih arrived in Hankow yesterday en route to the Honan front.—Chang Hui-chang has been appointed Field-Commander of the Air Forces by Chiang Kai-shek. — Liang Kuan-ying, Route Army Commander, and Yun Wan, divisional commander of the Kuominchun, have been captured and one brigadier commander has been killed by Government troops.—The presidents of the Executive, Examination and Control Yuans have telegraphed Yen Hsi-shan urging him to assume the post as Vice-Commander-in-Chief of the National Army.—A military conference to formulate measures for rounding up the Ironsides who have crossed the Hunan-Kwangsi border into Kwangsi is being convened at Wuchow by Chen Chi-tang, Commander of the 8th Route Army.—The police in Foochow have arrested ten persons, mostly young students, accused of being Communist agitators.—Chang Hsueh-liang reports that seven civilian Chinese were killed as a result of a street fight with Japanese gendarmes on Nov. 1.—The city of Fuchin which was captured by Soviet troops on Oct. 31 was recaptured by the Chinese Defence Forces yesterday.—Mobilization of units of the 3rd Group Army for participation in the campaign against the Kuominchun in Honan is in progress in Taiyuan.—The 9th Brigade of the 3rd Division under Mao Ping-wen arrived in Shanghai from Canton yesterday.—A Kuominchun detachment under Tien Chin-hai, advancing in the direction of Fancheng and Sianyang, in northwestern Hupeh, from Kingtsze-kwan, is reported to have been repulsed.—Reports from the front state that part of the 5th Route Army under Tang Seng-chi has arrived in the suburbs of Loyang.

Japanese News Reports on Chinese Situation

The following news reports are summaries of news messages dealing with the Chinese political situation and Japanese activities in China which are distributed to the Chinese and foreign press in China by the Japanese semi-official Shimbun Rengo News Service.

Hankow, October 29.—The National forces are now engaged in battle in the sections of Tengfeng and Linju with General Feng Yu-hsiang's troops which have advanced southward from Loyang, while the main force of Feng's troops are concentrated near Kaoshan.

Hankow, October 30.—Upon his arrival here, Commander-in-Chief Chiang Kai-shek immediately called a military conference and then issued orders to all the National troops for a general attack against the Kuominchun.

Tsingtao, October 30.—Mr. Fujita, Japanese Consul-General, and Mayor Wu Tsu-yu of Tsingtao have agreed about the method of dealing with the dispute of workers in the Japanese Cotton Mills and it is further stated that the dispute will be settled in a day or two.

Hankow, October 31.—Severe fighting between Kuominchun and Government forces in the sector of Loyang has lasted for three days already but the result is unknown.

Hankow, October 31.—Generalissimo Chiang Kai-shek left Hankow for Wushengkwan by a special train at 11 o'clock this morning. It is believed that he will proceed to Chengchow from Wushengkwan in order to encourage the National troops at the front.

Mukden, October 31.—Interviewed by a *Rengo* correspondent, General Semenoff, who has arrived here from Dairen, stated that he came to do relief work for the 2,000 white Russians expelled out by the Bolshevik troops, having secured one million yen from a Japanese Bank for this purpose.

Peiping, October 31.—As the result of the meeting of foreign diplomatic representatives this morning, it was decided that the question concerning the Provisional Court in the Foreign Settlement of Shanghai shall be investigated at Shanghai by the foreign consular body here.

Hankow, November 1.—A Chinese steamer, *Yun Chi*, fully loaded with soldiers of the 8th Division under the command of General Chu Shao-liang arrived here this morning.

Hankow, November 1.—General Chiang Kai-shek is reported to have arrived at Hsuchang early this morning. He will proceed to Chengchow immediately and is expected to return to Hankow within a very short time.

Hankow, November 1.—It is reported that Tengfeng and Linju were occupied by the National forces yesterday.

Tsingtao, November 1.—General Sun Lien-ying and his troops transferred to Hsuchow last night.

Hankow, November 2.—About 2,000 bandits, who are considered to be connected with the Kuominchun, appeared last night near Suiping attempting to stop General Chiang Kai-shek from going northward.

Harbin, November 2.—As a result of fierce fighting in the vicinity of Fuchin between the Chinese and Soviet troops, the Chinese naval and army forces abandoned Fuchin and withdrew to Huachuanhsien.

Hankow, November 3.—Troops under the command of General Chiang Ting-wen crushed the forces of the National Government near Yingting and the officials there have fled.

Hankow, November 3.—General Chiang Kai-shek changed his original plan and is reported to be in Yencheng. No reason is given for the change.

Peiping, November 4.—A Chengchow dispatch reports that General Chiang Kai-shek, who held a military conference with Generals Han Foo-chu and Fang Tse in a train at Yencheng, left there southward on the morning of the 2nd. Advices from Taiyuan report that General Yen Hsi-shan refrained from giving a definite reply as to his assumption of the post of Vice-Commander-in-Chief of the National Land, Air and Naval Forces.

Hankow, November 4.—The newly organized 5th Divison of the National troops under Jen Ying-chi, hitherto stationed in Hsinyeh has mutinied, taken to flight westward in the direction of Tenghsien and has gone over to the Kuominchun. The National Government has ordered troops to give chase.

"Through The Gateway Of Northern China"

Over The

Peiping-Suiyuan Railway

See the Great Wall of China, the ancient Ming Tombs at Nankow Pass, the huge stone Buddha at Yun-Kang, the ancient Buddhust relics near Tatung, and scores of other scenes rich in beauty and historical interest that await you along the Peiping-Suiyuan Railway!

Connecting with the Peiping-Mukden and the Peiping-Hankow Railways at Peiping, this line runs from Fengtai, in the general direction of Inner Mongolia, to Shuanhwa, through Kalgan, the "Gateway of Northern China", on to Tatung. Then, skirting outside the Great Wall, it proceeds to Suiyuan and finally on to Paotow, on the edge of the Great Gobi, where dusty camel caravans come in from Mongolia and the northwestern territories, laden with romantic cargoes. It is a trip you will never regret—nor forget—this journey through what is by far the most interesting part of northern China.

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The

Peipnig-Suiyuan Rilwaya

Head Office

YANG-YU HUTUNG

PEIPING

An advertisement of the Chinese Government Railways

No. 5

American Gold Bond Quotations

Name of Security	Coupon Rate%	Date of Maturity	Sale Price Nov 7	Approx. Yield to Maturity %
The National City Bank of New York		New Stock	410	—
Argentine Government	6	Oct. 1, 1960	97¼	6.20
Australia	4½	May 1, 1956	85	5.59
U. S. of Brazil	6½	Oct. 15, 1957	81	8.25
Kingdom of Belgium	7	Nov. 1, 1956	106	6.63
City of Budapest	6	June 1, 1962	74	8.33
Canadian Pacific Railway	4	Perpetual Stk.	83½	4.79
Chgo., Milw., St. Paul & Pacific Rwy.	5	Jan. 1, 2000	74	6.78
ChicagoRapidTransit Co.	6	July 1, 1953	75	8.47
Chile Copper Co. Debs.	5	Jan. 1, 1947	95¾	5.37
Chile Government (Railway)	6	Feb. 1, 1961	90	6.78
Cuba Northern Railway	5½	June 1, 1942	81	7.92
Chile Government	6	Sep. 1, 1961	90	6.77
CubanDominicanSugar.	7½	Nov. 1, 1944	60	—
Kingdom of Denmark	6	Jan. 1, 1942	102¾	5.68
Dutch East Indies	5½	Nov. 1, 1955	103	5.29
Republic of Finland	5½	Feb. 1, 1958	86¾	6.45
French Government	7	Dec. 1, 1949	109	6.21
German Government	7	Oct. 15, 1949	105¼	6.53
German Central Bank for Agriculture	6	Oct. 15, 1960	81	7.60
German Central Bank for Agriculture	6	Apr. 15, 1938	89	7.79
German General Electric Co.	6	May 1, 1948	91½	6.81
Greek Government	6	Feb. 1, 1968	83	7.33
Ilseder Steel Corporation	6	Aug. 1, 1948	83½	7.66
Kingdom of Italy	7	Dec. 1, 1951	93½	7.61
Japanese Government	6½	Feb. 1, 1954	101	6.42
State of Minas Geraes (Brazil)	6½	Mar. 1, 1958	86	7.66
Mortgage Bank of Chile	6	Apr. 30, 1961	mutilated	
Norwegian Hydro-Elec.-Nitro. Corp.	5½	Nov. 1, 1957	89½	6.30
Kingdom of Norway	6	Oct. 15, 1952	102	5.84
Northern Ohio Power & Light Co.	6½	Jan. 1, 1941	94	7.30
Republic of Peru	6	Dec. 1, 1960	80½	7.65
Paris, Lyons & Med Rwy.	6	Aug. 15, 1958	100	6.00
Republic of Panama	5	May 15, 1963	91½	5.56
State of Rio Grande Do Sul (Brazil)	6	June 1, 1968	72	8.48
Rhine Westphalia Elec. Power Corp.	6	Aug. 1, 1953	80	7.87
Saxon State Mortgage Inst	6½	Dec. 1, 1946	89	7.67
Saxon Public Works,Inc.	6½	May 1, 1951	88	7.65
Tokyo Electric Light Co.	6	Jun. 15, 1953	87	7.15
UnitedKingdom of Great Britain	5½	Feb. 1, 1937	103	5.00
City of Vienna	6	Nov. 1, 1952	83¼	7.49
Abitibi Power&PaperCo.	6	Cum. Pfd. Stock.	79¾	7.52
BelgianNat'l.Rwy.Pcptg. Pfd. Stock	6	(American Shrs)	77⅞	7.70
Cannon Mills Co. (Dividend $2.80 p. a.)		Common Stock	36½	—
General Mills, Inc.	6	Cum. Pfd. Stock.	88⅛	6.81
General Mills, Inc. (Div. $3 per annum.)		Common Stock	58⅜	—
Hershey Chocolate Corp. Convertible	4	Pfd. Stock	92	4.35
Mohawk Carpet Mills, Inc. (Div $2.50 p.a.)		Common Stock	47¼	—
Pennsylvaina-Dixie Cement Corp	7	Cum. Pfd. Stock.	34⅛	—
Willys Overland Co.	7	Cum. Pfd. Stock	80	8.75
General Motors Corp. (New)		Common Stock	40¼	—
Andes Copper MiningCo.		Common Stock	41¼	—
United States Steel Corp.		Common Stock	169	—
Standard Oil Co. of New Jersey		Common Stock	61	—
Standard Oil Co. of New York		Common Stock	35	—
Pennsylvania Railroad Company		Common Stock	85	—
United Aircraft & Transport Corp. (p. v. $50)	6	Pfd. Stock	65⅛	4.61
United Aircraft & Transport Corp.		Common Stock	40⅝	—
American I. G. Chemical Corr. Conv. Debs.	5½	May 1, 1949	97	5.76

NOTE: The above quotations are received by Cable, and whilst believed to be correct, are not guaranteed.

Peiping Notes

BY HIN WONG

A number of the 1,243 ricsha coolies arrested in Peiping in connection with the labour dispute which led to the destruction of the tramway service during the middle of October will be tried by courtmartial which may lead to the execution of some of the leaders. Up to end of October, 889 of the arrested have been "deported", that is, ordered to walk from Peiping 20 *li* before being allowed to turn back.

In addition to press, mail, and telegraph, censorship in Peiping has been extended to the telephone also, and persons using the exchange to communicate with one another on political or military topics are liable to arrest and conviction for treason.

Up to end of October in Peiping, four Chinese daily newspapers were closed by order of Nanking authorities and within the month a dozen journalists arrested. There are still eight or nine daily newspapers left in the city to print the *communiques* handed out by the party headquarters. Newspapers banned to date include the *China Pao*, the *Chin Tien Pao*, the *Min Pao*, and the *Hsien Chen Pao*, a publication said to be subsidized by a very powerful militarist in Shansi.

The city headquarters of the Kuomintang in Peiping has given orders to all newspapers and news agencies to register, thus enabling the party authorities to keep an eye on all those responsible for editing, circulating, and printing the news of the day.

Despite the lid placed on war news by Nanking, a Peiping daily owned by the Japanese, the *Shun Tien Shih Pao*, has reported that General Yen Hsi Shan, of Shansi, indicated to General Feng Yu Hsiang his willingness to mediate and that if his offer is accepted, he will formally come forward as a mediator.

General Chang Hsueh Liang and other military leaders in the Three Eastern Provinces—Fengtien, Kirin, and Heilungkiang—while not openly supporting one side or other in the present conflict within the Kuomintang for party power and in other parts of China for territory, have so far failed to contribute anything which might mean disturbance in North China; and with minor military chiefs in Hopei, Shansi, and Shantung still on the fence so to speak, nothing serious has so far occurred in Peiping and vicinity to show that another civil war is being fought in China. Except the late arrival of trains due to military movements and the high price of coal, everything is normal here.

Dr. H. H. Kung, Minister of Industry, Labour, and Commerce of the Nanking Government, has been elected by the board of managers of Yenching University at Peiping to be its chairman, succeeding Dr. W. W. Yen, who has been made vice-chairman, for the coming year. Dr. Timothy T. Lew has been re-elected secretary of the board.

Mr. Sadao Saburi, Japanese minister to China, arrived at Peiping October 29 and will be at the Japanese legation for a week before returning to Japan on business. Mr. Saburi was in Nanking recently when he presented his credentials to the head of the Nationalist Government.

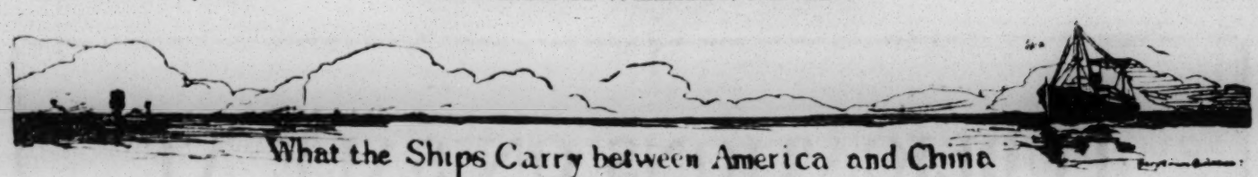
The Peiping Women's Club, the leading social organization among the Chinese ladies in the old capital of China, has for the ensuing year elected as its president Dr. Sui Wang, assistant professor of education in Yenching University.

The seventh anniversary of Fascism in Italy was celebrated by Italians in Peiping, October 27, at the Italian Legation with a reception. Among those participating were the minister Signor Vare and his family.

During the absence of Dr. J. Leighton Stuart in America, Dr. Howard S. Galt, professor of education, will act as president of Yenching University in Peiping.

Martial law has been declared in Peiping since October 29 but nothing inconvenient has so far occurred to cause any hardship to the people because of the proclamation and the populace, it seems, is still unaware of its existence. No meeting of a political character is permitted, but since very few in the city care for anything like that, it will not bring about any protest. Except students calling for the resignations of teachers or electing candidates for principals and the like, something common in Peiping now-a-days as the union workers parades were in Canton under Red leadership, there has been nothing exciting the last few days to warrant any such measure as a proclamation of martial law.

Peiping, October 30, 1929.



What the Ships Carry between America and China

Return of the Shanghai Customs

Pls.—1 Picul or 133 1/3 pounds; Bls.—Bales; Pcs.—Pieces, Mille—thousands; Hk. Tls.—Haikwan Tls.; Nov. Customs Rate Tls. 1.61 equal Gold $1

HAMBURG MARU, Aug. 27.
To Durban.

Cotton Waste	Pls.	42

To U. S. of America.

Tea, Black, Congou, H'kow	Pls.	107
Tea, Scentled, Shanghai	,,	7
Bristles, Assorted	,,	27
Egg Yolk, Dried	,,	549
Feathers, Duck	,,	41
Gunny Wrappers	,,	1,579
Peas, White	,,	1,008
Hats, Buntal Fibre	Pcs.	4,800
Hats, Hemp	,,	2,400
Hats, Rush	,,	16,800

PRESIDENT JACKSON, August 27.
From U. S. of America.

Ink, Printing	Pls.	178
Flour, Wheat	,,	1,407
Paper, Printing (Wood free)	,,	2,898
Timber, Ordinary, Sawn Softwood	Sup. ft.	540,878
Varnishes	Galls.	415
Machines, Calculating	Pcs.	15
Motor-cars	,,	2
Motor-truck Chassis	,,	6
Rubber Tires, Pneumatic: For Trucks	Pcs.	239
Hats	Doz.	12
Dyes, Aniline Pkgs.	265 Hk. Tls.	10,528
Motor-cars, Parts of	,,	2,342
Motor-trucks	,,	001

KARPFANGER, August 28.
From U. S. of America.

Timber, Softwood:		
Ordinary, Sawn	Sup. ft.	3,311,412
Merchantable	,,	63,705
Logs	,,	1,000,622

PRESIDENT MADISON, August 29.
To U. S of America.

Silk, Raw, Reeled from Doupions: White, Shanghai	Bls. 235	Pls. 233.40
Silk, Raw, Steam Filature: White, Shanghai	Bls. 202	,, 200.24
White, Soochow	Bls. 25	,, 25.18
Yellow, Chungking,	,, 134	,, 134.52
Yellow, S'hai	Bls. 10	,, 9.83
Silk, Raw, Re-reeled: White, Soochow	Bls. 20	,, 20.60
Silk, Waste, Refuse: Shanghai	Bls. 41	,, 136.61
Silk Piece Goods		,, 9.55
Brassware		,, 127
Egg Albumen, Dried		,, 15
Egg Yolk, Dried		,, 361
Egg Whole Egg, Dried		,, 42
Hair, Human		,, 49
Intestines, Pig		,, 22
Cigarettes		,, 28
Tails, Horse		,, 225
Oil, Wood		,, 4,878
Skins, Kid, Plates	Pcs.	1,000
Skins, Lamb, Untanned	,,	2,000
Skins, Weasel, Untanned	,,	6,000
Carpets	Hk. Tls.	1,151

WISCONSIN, August 31.
To U. S. of America.

Tea, Black: Keemun, Kiukiang	Pls.	25
Cotton Rags	,,	714
Antimony, Regulus	,,	420
Brassware	,,	44
Bristles, Assorted	,,	632
Feathers, Duck	,,	135

KAKO MARU, September 2.
To U. S. of America.

Tea, Green: Young Hyson H'chow, etc.	Pls.	332
Hyson, Hangchow, etc.	,,	94
Gunpowder, Hangchow	,,	84
Gunpowder, Ningpo	,,	124
Tea, Black, other kinds, Kiukiang	,,	155
Antimony, Regulus	,,	756
Egg Yolk, Dried	,,	265
Wool Sheep's	,,	82
Hides, Buffalo	,,	278

Latest New York Stock Exchange Quotations

Market Weak — November 5. — Business Done 6,202,930 Shares

1929 High	1929 Low	STOCKS	Thursday Oct. 31	Monsday Nov. 4
56½	20⅝	Alleghany Corporation	32	29½
354¼	210	Allied Chemical & Dye	251	235
110	31¾	Allied Power & Light	52⅜	46⅞
184½	107¾	American Can	135¾	125
31⅜	22	American Commonwealth Power A	26	24½
144⅝	72	American Rolling Mill	97	93½
138	84	American Smelting	39½	85
304	193¼	American Tel. & Tel.	246¾	237
226	100	American Tobacco "B"	210	198
195	67¼	American Waterworks	97¾	90
140	85	Anaconda Copper	97½	95¼
77⅞	34	Atlantic Refining	46⅞	45⅛
143½	114⅛	Baltimore & Ohio	125¼	121⅝
140¼	82⅛	Bethlehem Steel	97	94⅞
61⅞	25	Calumet & Hecla	37½	36⅛
265⅜	192	Canadian Pacific Railway	215	204¼
92	50⅜	Chesapeake Corporation	65	63⅛
108½	79	Chicago Northwestern	88	86
135	33½	Chrysler	39	37
138	53½	Columbia Gas & Electric	87¼	77½
88¼	19¼	Columbia Gramaphone	29¼	27¼
183¼	91½	Consolidated Gas of N. Y.	110	102½
38⅜	23⅞	Continental Oil	27¼	28
126	82	Corn Products	103½	99
82¼	26	Coty Inc.	34	31
30⅛	9⅜	Curtiss Wright (Common)	11⅝	11½
69⅛	25	Davison Chemical	37	36
126⅛	72¼	Drug, Inc.	90½	90¼
20½	8¾	Dry Docks	10	10½
231	166	DuPont de Nemours	140	130
257	168	Eastman Kodak	208½	193
189	59½	Electric Bond & Share	85	84
93½	45¾	Erie Railway	61½	56½
403	219	General Electric	252	235
81¾	40	General Food	52	51¼
91¾	40	General Motors	48	45⅞
126½	77	General Railway Signal	86	88
82	32¾	Gold Dust	49	44⅞
105¾	50	Goodrich Rubber	56	55
154½	67	Goodyear Tire	74⅞	73
102⅞	54½	Granby Consolidated	67¾	67
122¼	100	Great Northern Certificate	100	99¾
82⅜	35¼	Haygart	42⅛	40
102¾	55	International Cement	60	59
142	80	International Harvester	95⅛	90
72¾	31	International Nickel (Com)	39¾	38¼
68⅜	43⅞	International Printers Ink	53¼	55
14⅛	5⅛	International Products (Com)	5⅛	Unq
149¼	71	International Tel. & Tel.	95	86¼
242¼	115	Johns Manville	142	130
104⅞	55¾	Kennecott Copper	78¼	73¾
157¼	93	Lambert Co.	109⅞	107
102¼	74	Lehigh Valley	74	74
105	81⅛	Liggett & Myers, "B"	98	97
114¾	65¼	Mack Trucks	78¾	75
24	13¾	Madison Square Garden	15⅝	15⅞
101⅜	60	Missouri Pacific (Com)	77	74
156⅞	55¾	Montgomery Ward	74	68¾
62⅞	25¼	Nevada Consolidated Copper	39	37½
256½	178½	New York Central	204	196
118⅞	91	Northern Pacific Railway	94	93⅞
141	70	Pacific Lighting	86½	84
32½	16¼	Packard Motor Car	20¼	18¾
94½	40	Paramount Famous Lasky	59⅜	54½
110	72½	Pennsylvania Railway	95	90⅜
30	16	Pennroad Corporation	19	18½
47	27	Phillips Petroleum	34⅞	33¼
114¾	38½	Radio Corporation	50	43¾
59	38¾	Raybestos	44	41¼
147¾	101½	Reading Railway	123¼	123¼
66	50	Reynolds Tobacco, "B"	52	50½
143½	112	Rock Island Railway	124	123¼
181	95	Sears Roebuck	116½	109¼
31¾	20	Shell Union	24⅞	24⅞
188	73	Simmons Company	90	86
90	53⅝	Southern California Edison	60	61
157½	124	Southern Pacific Railway	133¾	129
238	80¼	Standard Gas & Electric	124¾	111¼
81¾	48	Standard Oil of New Jersey	70¼	68⅛
48⅛	32⅛	Standard Oil of New York	38¾	37¼
71⅞	50¾	Texas Corporation	57¾	56½
85¼	50	Texas Gulf Sulphur	61⅞	59½
137⅝	73½	Timken Roller Bearing	93½	86⅛
140	73	Union Carbide & Carbon	96	87
297⅝	209	Union Pacific Railway	242¾	285½?
162	41	United Aircraft & Transport	64	55¼
239⅞	125⅛	U. S. Industrial Alcohol	151½	144¾
61⅞	23	U. S. Leather "A"	Unq	20
119½	72	United States Realty & Improvement	72¼	70
261¾	157⅛	United States Steel	193¾	183½
133¾	89¾	Vacuum Oil	Unq	103½
116½	52	Vanadium	61	60
42⅞	16	Warner-Quinlan (Com)	23½	23⅞
292⅝	126	Westinghouse E. & M. (Com)	160¼	146
		CALL MONEY	6%	6%
		TRANSAMERICA		49⅛

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THE CHINA WEEKLY REVIEW

4 AVENUE EDWARD VII *SHANGHAI*

Chinese Government Railways

Peiping-Hankow Line

"The Road Through the Heart of China"

Time Table

In effect Feb. 20, 1929

From Peiping to Hankow

Station / Train	Peiping	Shihkiachuan	Chengchow	Hsiaokanhsien	Hankow
* No. 1	d.18.00	a. 2.16 d. 2.56	a.17.15 d.17.35	d.11.49	a.14.20
* No. 11	d. 9.55	a.19.27 d.20.07	a.13.26 d.13.46	a.12.18 d.12.23	a.16.05
* No. 3			d.13.15	a. 7.18 d. 7.21	a. 9.50
No. 9	d. 9.40	a.18.21 d.19.01	a.10.50		
No. 23	d. 5.40	a.21.44			
No. 25		d. 3.45	a. 5.05		
No. 27			d.10.06	a.20.07 d.20.37	a. 2.33
No. 75				d.13.00	a.17.05

From Hankow to Peiping

Station / Train	Hankow	Hsiaokanhsien	Chengchow	Shihkiachuan	Peiping
* No. 2	d.18.00	d.20.39	a.14.28 d.14.48	a. 5.05 d. 5.45	a.13.50
* No. 12	d.10.50	a.14.51 d.14.56	a.13.13 d.13.33	a. 7.32 d. 8.12	a.17.30
* No. 4	d.13.30	a.16.01 d.16.03	a.10.05		
No. 10			d.17.41	a. 9.33 d.10.13	a.18.35
No. 28	d. 1.00	a. 7.00 d. 7.20	a.17.34		
No. 26			d.22.34	a. 2.15	
No. 24				d. 7.40	a.20.06
No. 74	d. 7.45	a.11.39			

REMARKS: *With First, Second and Third Class Dining Cars.

Telegraphic Address "KINCO" Code A. B. C. 5th Edition. For further information, address Hankow Line, Managing Director, Peiping-Hankow.

Lung-Hai and Pien-Lo Lines

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In Construction: From Lingpao to Sianfu: 225 Kilometers

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There are many points of historical interest to visit along the line, the best known being Lung-Men with its gigantic display of carved stone Buddhas, dating back from the introduction of Buddhism into China, some 2000 years ago.

The Lunghai and Pienlo Lines are connected at Hsuchow with the Tientsin-Pukow Railway and at Chengchow with the Peking-Hankow Railway.

An "Express" train runs thrice a week between Hsuchow and Chengchow leaving Hsuchow Monday, Wednesday and Friday, and leaving Chengchow Tuesday, Thursday and Saturday. This train is provided with 1st and 2nd class cars, sleeping and dining accommodations.

For further particulars, intending passengers are requested to apply to the Shanghai Office, Lunghai Railway Administration, at the Chung-Foo Bank Building, 25 Jinkee Road, Shanghai

中華郵政特准掛號認爲新聞紙類

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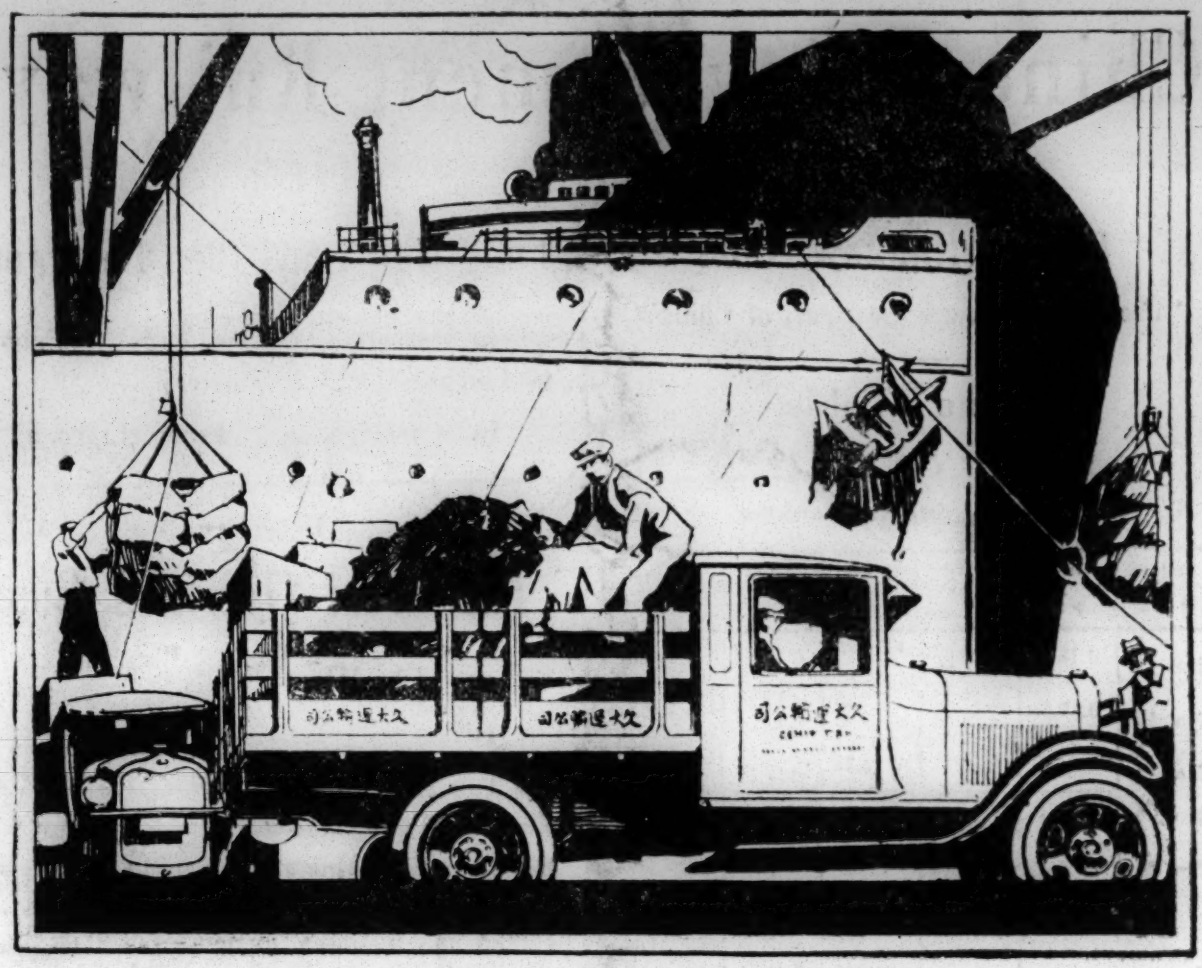

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Ford

It gets things done—fast and economically

TRUCKS are bought for the things they *do*.....and the way they do them. The new Ford truck has made good on that basis. "It gets things done," you hear people say.

New conditions of transportation generally have dictated the kind of truck the new Model AA should be. Business of all kinds is reaching out.....covering more territory than it once did. Trucks must go faster, to keep pace with present-day traffic. They must hold up their end with all other vehicles as a *traveling-unit*.

This means a faster truck, which the new Ford certainly is. But increased speed without proper check is useless, unsafe. So with the new speed have come new brakes. The Ford fully enclosed six-brake system permits the use of this available speed with *safety*.

More than a year on the road has vindicated all the fine things you have heard about the new Ford truck. Every day brings some new tale of a job it is doing, better and cheaper than ever before. The thing owners stress most often is reliability—the fact that it is on the job, on the road, and out of the shop. Millions of miles of experience are behind this really fine truck.

The 40-horse-power engine, the simplified lubrication, the large number of forged steel units, the liberal use of electric welding for strength without weight, the option of six speeds instead of the usual three, the strong axle-housing, the Houdaille shock-absorbers.....a chapter could be written about each item. But it is these things as a whole that make the new Ford truck the remarkable hauling-unit which it is.

The thing to remember is that the new Model AA truck is new in fact but as old as the Ford Motor Company in experience. Back of it are facilities unmatched in the industry. Back of it, too, is Ford Service in competent hands.....service that keeps the truck running at full efficiency always.

The nearest Ford dealer will give you full particulars about the new Ford—the 1½ to 2 ton truck. Talk it over with the dealer.

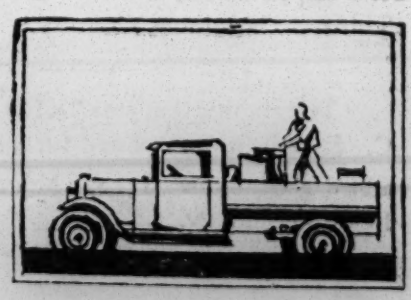
Authorized Dealer:

BILLS MOTORS, Fed. Inc., U. S. A.

Corner of Avenue Foch and Route Cardinal Mercier

FORD MOTOR COMPANY EXPORTS INC.,

SHANGHAI



Model AA With Express Body